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TRAFFORD COUNCIL

AGENDA PAPERS FOR EXECUTIVE MEETING

Date: Monday, 25 February 2019

Time: 6.30 p.m.

Place: Committee Room 2 and 3, Trafford Town Hall, Talbot Road, Stretford,
M32 0TH.

AGENDA	PART I	Pages
1. ATTENDANCES		
To note attendances, including officers, and any apologies for absence.		
2. QUESTIONS FROM MEMBERS OF THE PUBLIC		
A maximum of 15 minutes will be allocated to public questions submitted in writing to Democratic Services (democratic.services@trafford.gov.uk) by 4 p.m. on the working day prior to the meeting. Questions must be relevant to items appearing on the agenda and will be submitted in the order in which they were received.		
3. DECLARATIONS OF INTEREST		
Members to give notice of any interest and the nature of that interest relating to any item on the agenda in accordance with the adopted Code of Conduct.		
4. MINUTES		To Follow
To receive and, if so determined, to approve as a correct record the Minutes of the meeting held on 28 th January 2019.		
5. MATTERS FROM COUNCIL OR OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)		
To consider any matters referred by the Council or by the Overview and Scrutiny Committees.		

6. **TRAFFORD INTEGRATED YOUTH OFFER (TIYO) PROPOSAL** 1 - 10
To consider a report of the Executive Member for Children's Services.
7. **CHILDREN, FAMILIES AND WELLBEING ALL AGE TRAVEL ASSISTANCE POLICY 2019/2020** 11 - 78
To consider a report of the Executive Member for Constitutional Reform and Resident Engagement.
8. **BREXIT: AN ECONOMIC IMPACT ASSESSMENT FOR TRAFFORD** 79 - 120
To consider a report of the Executive Member for Investment, Regeneration and Strategic Planning.
9. **AGMA COMBINED AUTHORITY / EXECUTIVE BOARD: FORWARD PLANS AND DECISIONS**
To receive and note the following:
- (a) GMCA Decisions 25/1/19 121 - 132
- (b) AGMA Executive Board Decisions 25/1/19 133 - 136
10. **URGENT BUSINESS (IF ANY)**
Any other item or items which by reason of:-
- (a) Regulation 11 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the Chairman of the meeting, with the agreement of the relevant Overview and Scrutiny Committee Chairman, is of the opinion should be considered at this meeting as a matter of urgency as it relates to a key decision; or
- (b) special circumstances (to be specified) the Chairman of the meeting is of the opinion should be considered at this meeting as a matter of urgency.
11. **EXCLUSION RESOLUTION**
Motion (Which may be amended as Members think fit):
- That the public be excluded from this meeting during consideration of the remaining items on the agenda, because of the likelihood of disclosure of "exempt information" which falls within one or more descriptive category or categories of the Local Government Act 1972, Schedule 12A, as amended by The Local Government (Access to Information) (Variation) Order 2006, and specified on the agenda item or report relating to each such item respectively.

Membership of the Committee

Councillors A. Western (Chair), C. Hynes (Deputy Leader), S. Adshead, J. Baugh, M. Cordingley, M. Freeman, J. Harding, J. Lloyd, K. Procter and J.A. Wright

Further Information

For help, advice and information about this meeting please contact:

Jo Maloney, 0161 912 4298

Email: joseph.maloney@trafford.gov.uk

This agenda was issued on Thursday 14th February 2019 by the Legal and Democratic Services Section, Trafford Council, Trafford Town Hall, Talbot Road, Stretford M32 0TH.

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TRAFFORD COUNCIL

Report to: Executive
Date: 25th February 2019
Report for: Decision
Report of: Executive Member for Children's Services

Report Title

Trafford Integrated Youth Offer (TIYO) Proposal

Summary

The purpose of this report is to detail the final proposal for the Trafford Integrated Youth Offer (TIYO - working title until a name for the new service is agreed). On the 28th November Executive agreed we could consult with staff on the proposed model.

Staff consultation took place on the proposed Trafford Integrated Youth Offer (TIYO) for a 30 day period between 28th November 2018 and 17th January 2019. A range of channels were used to conduct the consultation. These ranged from staff briefings and one to one meetings to direct comments made via the official consultation response form. We also consulted with young people.

Following the consultation period a number of revisions have been made to the original proposal.

The operating model will be an integrated, single service for young people in Trafford. This will use the commissioning principles proposed to Executive in November. Final proposed staffing model will be:

- A single service manager for the integrated youth service,
- We will retain the five team leader posts.
- The YOS case worker post (0.6fte currently vacant) and the YOS Service Manager (fixed term contract) post will be deleted.

No redundancies and no budget implications are attached to the revised proposed model.

This report describes the detail of those revisions and the recommended final proposal to be approved by the Executive.

Recommendation(s)

It is recommended that the Executive:

- Notes the outcome of the consultation as detailed in the report;
- Approves the Trafford Integrated Youth Offer proposal as detailed in the report; and.
- Approves the implementation proposals as detailed in the report to achieve the changes required to create the new staffing and delivery structure of the Integrated Youth Offer (working title TIYO) in Trafford for April 2019.

Contact person for access to background papers and further information:

Name: Cathy Rooney
Extension: x5167

Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	This proposal relates to supporting our vulnerable young people and improving their life chances.
Relationship to GM Policy or Strategy Framework	No direct implications
Financial	The revised structure costs will remain within the existing funding envelope.
Legal Implications:	None arising from this report
Equality/Diversity Implications	The proposal creates opportunities for us to support more young people at an early stage to prevent issues or crises arising.
Sustainability Implications	No direct implications
Resource Implications e.g. Staffing / ICT / Assets	A staff consultation exercise has taken place. It is felt that any resultant impact on staff can be mitigated.
Risk Management Implications	No direct implications
Health & Wellbeing Implications	This proposal relates to improving our vulnerable young people's life chances.
Health and Safety Implications	No direct implications

1 Background

- 1.1 Trafford Council is currently involved in the delivery or support of three key youth services: Trafford Youth Offending Service (YOS), which is a statutory provision; the targeted youth offer (known as Talkshop and Connexions); and previously the Council has also financially supported Trafford Youth Trust (TYT) to commission universal youth provision.
- 1.2 It was proposed on November 28th 2018 to the Executive that a joined up delivery approach be created to cover all the functions currently delivered through YOS, Connexions, Talkshop and the Trafford Youth Trust. This will be known as the Trafford Integrated Youth Offer (TIYO) while the proposal is being developed but a new name for the service will be agreed with young people at a later date.
- 1.3 The Trafford Youth Trust is to be formally wound up and since November 2018 it was agreed that the monies which the Council would have transferred to Trafford Youth Trust (TYT) would instead be held by Trafford Council commissioning so that existing contracts would be honoured and managed until the new approach is embedded.
- 1.4 TIYO will deliver greater choice to our young people, in an integrated and accessible manner. This model combines the offers from the Talkshop, Connexions and the Youth Offending Service (YOS) and will utilise the resources formerly allocated to the Youth Trust to ensure our offer meets the needs of Trafford's Young People.
- 1.5 The new offer recognises that often the issues faced by young people are complex and each issue cannot be resolved in isolation. The offer includes
 - a universal offer: young people will be able to access support, advice and aspects of the offer without demonstrating an assessed need, this will be delivered by the new detached/outreach staff;
 - a targeted early help offer that works with young people with identified vulnerabilities and those at risk of specific disadvantages, including teenage parenthood, criminal activity, low educational attainment, poor emotional health, substance misuse and social exclusion;
 - a specialist offer which will ensure that Trafford Council meets its statutory requirements working with more complex adolescents such as those involved in crime and which will meet the statutory requirement of the Youth Offending Service.
- 1.6 Young people are at the heart of TIYO. We will take time to listen to young people and have conversations that are respectful of differences and celebrate diversity. TIYO will support young people to identify and work towards their aspirations, whilst actively seeking to identify and remove barriers. The offer will connect with existing youth participation such as the Children in Care Council, Youth Cabinet and Children's Rights Officers
- 1.7 TIYO will be accessible to all young people resident in Trafford or who are registered with a Trafford GP. Young people who attend Trafford schools but do not live in the borough will be supported to access support closer to home. The offer will be accessible in terms of when and where services are delivered. Young people will be consulted about access and opening hours, including evening and weekend access.

In addition to the centrally based building in Sale, TIYO will be delivered on an outreach basis, using community assets based in neighbourhood areas. To increase accessibility the service will also consider the use of digital solutions and social media platforms.

- 1.8 The new offer will recognise the value of voluntary and community services (VCS) working alongside Council services. The VCS can successfully engage young people, offer a different type of service and is responsive to emerging needs. Trafford Council will work with the VCS to deliver a successful TIYO offer.
- 1.9 The delivery of TIYO will reflect the evidence of need and inequalities across the borough and within localities. A place based approach to delivery is essential and will support improved access, early help and strengthened relationships with local assets and services, including schools and the VCS. A place based offer also supports improved working with Family Support Teams, Early Help, Placed Based Pilot and GMP.
- 1.10 TIYO will reflect the complexities and interdependencies which affect young people's lives. Key delivery partners are:
 - Education
 - School Nursing Service
 - Wider Early Help Services
 - Multi-agency and working in partnership with other providers
- 1.11 TIYO will provide an appropriate level of support depending on need. The offer will also ensure robust policy to support step up, (escalation of need) and step down (de-escalation of need) processes. The TIYO recognises that adolescence is a complex period and events and changes can impact considerably on a young person's resilience.
- 1.12 The TIYO workforce will be representative of Trafford's 11-19 years population as described by the needs assessment. This will include ensuring we reflect the cultural and other diversity features of Trafford. It will be a mix of permanent staff; fixed term posts; part-time posts; paid sessional workers; apprentices; student placements; volunteers and young leaders. The approach to workforce development will follow the commitment to restorative practice and embed the voice of the young person.
- 1.13 In order to successfully implement the new model, it was also proposed that a revised management structure be applied, which included the reduction of two service managers to one single post and five current team leaders down to four. A YOS Case Worker post was also proposed to be deleted. These posts were either fixed-term or vacant so there are no redundancies.
- 1.14 Further to this, the monies transferred over from the former Youth Trust will be used to fund the introduction of a 'Detached Youth Work Offer' which will be an 'in-house' universal outreach service. Work has already begun to recruit to a small number of detached youth worker posts.

2 Consultation

- 2.1 The consultation period for staff formally began on the 28th November and ran through until the 17th Jan. This was a 30 day period excluding bank holidays.
- 2.2 All staff who were part of the teams affected by the proposed model were invited to one of three dedicated briefing sessions at the beginning of the consultation period to provide information on the proposed model and inform staff of their opportunities to respond on the model.
- 2.3 In addition to this, all seven members of staff who were to be directly affected by the proposed TIYO model, were invited to a dedicated meeting prior to the general announcement to inform them of the reasons for the change, the expected benefits and the probable impact on their current roles.
- 2.4 All seven staff members directly impacted by the proposal were then offered one to one meetings with their relevant Strategic Lead Managers. All staff members took advantage of this offer.
- 2.5 In total 17 responses were submitted by staff, 12 featuring individual comments and 5 covering service or team based comments
- 2.6 We consulted with the Youth Parliament about what services they wanted. There was helpful learning about accessible services and in particular about mental health support for young people. We need to ensure we consider this in the development of our new service.

3. Emerging themes

- 3.1 Analysis of the feedback gathered during the consultation period, highlighted a number of common reoccurring themes, which were used to provide a set of generic responses to the main queries posed by staff
- 3.2 The main queries raised by staff were:
 - a) Clarity required regarding the team leader roles and a concern this wasn't balanced across the service in the proposed model.
 - b) Concerns TIYO is a large change programme that requiring support to transition to the new model.
 - c) Staff raised that the YOS caseloads are becoming more complex over time and require all posts in existing structure.
 - d) A reduction to a single service manager over the intergrated service would mean a loss in specialisms.
 - e) Finally it was raised that not enough focus was placed within the model on the Connexions function, this could be a risk if this area of business was overlooked.

4. Changes as a result of the consultation:

- 4.1 As a result of the feedback gathered some changes to the original proposal have now been made. The changes will ensure:

a) That the implementation and delivery of the new model will provide an innovative, progressive and young person centric service which will meet the expectations of the young people who will use it.

b) That we will address the needs raised by staff members during the consultation and mitigate a large portion of the concerns raised by staff.

4.2 A Stronger and Separate Detached Youth Offer

The revised proposal includes a Detached Youth Offer (DYO). This investment provides a welcome additionality to early help for adolescents when needs start to emerge. It also means cases can be stepped down from statutory provision so young people can still access community based support. We will be employing new staff to deliver this in-house as well as maintaining some elements of the commissioned services for more specialist interventions.

4.3 The Strengthening of Capacity At Team Leader Level.

It was felt that further resources would be required to ensure an effective service delivery of the Detached Youth Offer. Therefore a fifth Team Leader role has now been included to lead in this area. We have decided to keep five Team Leader posts but they will be doing wider leadership roles intergrating across the management team to support a holistic approach to young people.

4.4 Governance arrangements to be strenghtened.

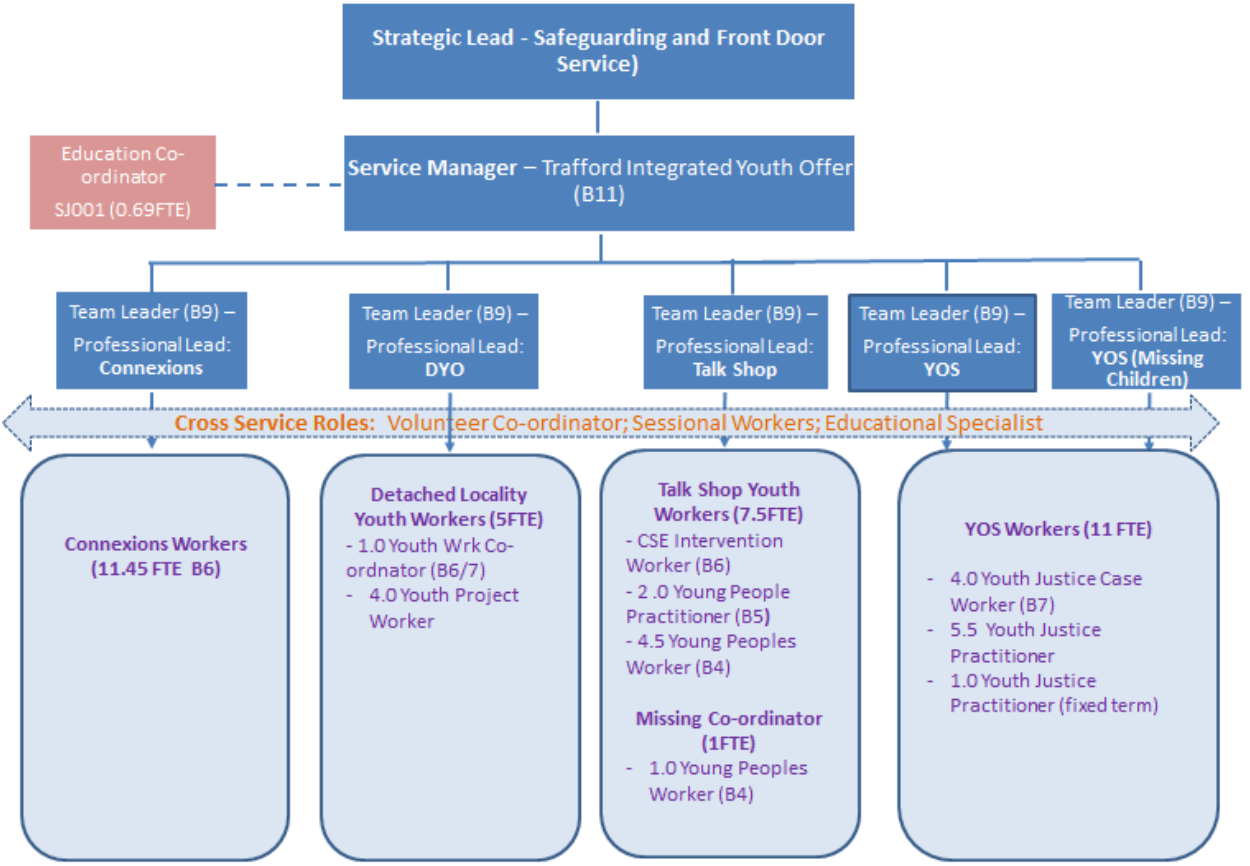
The Childrens Services Leadership Team will work with the new TIYO management team, once in place, to finalise the governance arrangements for the new delivery model including line management, co location and joined up service delivery. We will be creating additional capacity within the service by ensuring any bid writing and income generating activity is supported by our commissioning team.

We will ensure this new delivery model is a strong area of focus for the existing department and the partnership arrangements.

5 Revised Service Structure

5.1 We are proposing the following integrated management structure. This new structure will be in place for April 1st 2019.

Diagram A: Revised Proposed TIYO Model



5.2 If approved, there will now be five professional leadership roles plus an overall Service Manager across the four main areas of business:

- Connexions/careers/education support advice and guidance
- Talk Shop
- YOS
- Detached Youth Offer

5.3 The existing multi-agency posts health (mental health and SALT), education and police, will support the business in the new integrated service, complementing the current arrangements where many of the children are currently open to services across all four areas.

5.4 We will develop our model of a single trusted relationship with young people building on their strengths and setting goals with them. Restorative asset based approaches will be at the heart of any intervention. Research shows us this approach has a significant impact on improving outcomes for young people.

5.5 This new integrated service will improve young people's outcomes. They will now be able to access a spectrum of wider support across the Talk Shop and services including Sexual Health, Children's Sexual Exploitation, Missing from Home/Care, Connexions, and support for pregnant teenagers and young parents; with a number of externally funded services complementing these services.

6. Recommendation

It is recommended that the Executive:

- Notes the outcome of the consultation as detailed in the report;
- Approves the Trafford Integrated Youth Offer proposal as detailed in the report; and.
- Approves the implementation proposals as detailed in the report to achieve the changes required to create the new staffing and delivery structure of the Integrated Youth Offer (working title TIYO) in Trafford for April 2019.

Other Options

1. YOS and Talkshop could remain as separate entities (as current) and the money the Council previously gave to TYT could be utilised by the Joint Commissioning Unit to create a commissioned universal youth offer.
2. All or either part of the current offer could be delivered by an outside provider and not by Trafford Council.

We would not recommend either of these options as they do not allow the bringing together of the three strands of services for young people in the most effective way as described in detail in this paper.

Consultation

See above

Reasons for Recommendation

To note the necessary activities to be undertaken in order for the development and design of an integrated youth service in Trafford to provide more effective and efficient services for young people to improve outcomes.

Key Decision Yes

If Key Decision, has 28-day notice been given? Notice has been given.

Finance Officer Clearance *PD*
Legal Officer Clearance *DS*

[CORPORATE] DIRECTOR'S SIGNATURE

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To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

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TRAFFORD COUNCIL

Report to: Executive
Date: 25th February 2019
Report for: Decision
Report of: Executive Member for Constitutional Reform and Resident Engagement

Report Title

Children, Families and Wellbeing All Age Travel Assistance Policy 2019/2020.

Summary

The purpose of this report is to set out the approach taken to the All Age Travel Assistance consultation undertaken with regards to the proposed policy for 2019/2020 and to approve the revised policy.

Recommendation(s)

It is recommended that the Executive:

1. notes the content of the report, in particular:
 - 1.1 The methodology and approach used for the consultation process;
 - 1.2 The feedback received from the consultation process;
 - 1.3 The Equality Impact Assessment in relation to the travel arrangements policy for 2018/19; and
2. approves the Children, Families and Wellbeing All Age Travel Assistance Policy 2019/2020 as detailed in the report; and
3. approves the proposal to implement the above policy with effect from 1st June 2019.

Contact person for access to background papers and further information:

Name: Alison Milne
Extension: 3233

Background Papers: None

The following documents are attached as appendices:

Proposed Trafford Council All Age Travel Assistance Policy 2019-2020.

EIA All Age Travel Policy Updated January 2019

EIA Appendix A – School Census October 2018 (gender and free school meal eligibility) January 2018 (ethnicity)

Implications:

Relationship to Policy Framework/Corporate Priorities	Services focussed on the most vulnerable people Re-shaping Trafford Council
Financial	The Council has forecast it will spend £4.218m in 2019/2020 on transport and travel assistance. There are no changes proposed to the level of charges.
Legal Implications:	The proposals as set out in the report enable the Council to adhere to its legal obligations in relation to home to school transport, disabled children, adult learners and adults with care and support.
Equality/Diversity Implications	Public Sector Equality Duty (PSED) In line with the council's PSED under section 149 of the 2010 Equality Act an Equality Impact Assessment (EIA) has been carried out and is provided as part of the background papers to this report. The development of the EIA has enabled the Council to give due regard to the impact of the proposed changes on those identified with protected characteristics under the 2010 Equality Act. Members must have regard to the EIA, the likely impact of the proposed policy on persons with protected characteristics and the mitigation proposed in relation to those impacts in reaching their decision on this matter.
Sustainability Implications	The Council will have to continue to procure transport providers to transport children across the Borough, and that number is likely to increase. A range of travel options are highlighted in the Policy. The Policy links to the Sustainable Modes of Transport Strategy.
Resource Implications e.g. Staffing / ICT / Assets	The number of Passenger Assistants required is dependent upon a number of factors including needs of pupils on commissioned transport.
Risk Management Implications	These are addressed in the Policy and the EIA.
Health & Wellbeing Implications	Travel assistance enables eligible children and adults to access school, learning, training, respite care and activities which contribute to their employability, health and wellbeing. Independent Travel Training is one travel assistance solution and helps young people prepare for adulthood and independence.
Health and Safety Implications	These are addressed through the Service Standards described in the Policy.

1.0 Background

- 1.1. Trafford Council has made significant changes and service improvements to the provision of travel assistance to children, young people and adults. To meet that need the Council's All Age Travel Assistance Policy was revised for the 2016/2017 academic year.
- 1.2. In 2017 and again in 2018 the Policy was revised to clarify some wording which users had found confusing. The charges for providing travel assistance to eligible nursery age children and those students of 6th form age, including those children and young people from low income families, was reduced to £510 and £255 for low income families per academic year from September 2018.
- 1.3. Demand for travel assistance continues to rise. This mirrors the increase in the number of children and young people with special educational needs and disabilities who require an Education, Health and Care Plan. As a result of increased demand the budget for travel assistance, including home to school transport, has been increased from £3.573m in 2018/2019 to 4.218m in 2019/2020.
- 1.4. The Council has now exercised, in the proposed 2019/2020 Policy, its statutory duty to review travel arrangements for service users; the costs and charges, and eligibility to assistance. The proposed revised Policy ensures that the Council's obligation to review the Policy is met and more clearly states eligibility for low income families, travel assistant arrangements for looked after children and medical assistance whilst on transport for children and young people with complex physical or medical needs. An EIA reveals the proposal has either a positive or neutral impact on children and young people with SEND.
- 1.5. There is no proposal to increase the level of fees so they will remain unchanged for the academic year 2019/2020.
- 1.6. The public consultation was undertaken from 20th November 2018 to 12th January 2019 and details of the consultation approach and methods used are noted in Section 3 of the report. The results of the public consultation are summarised in Sections 4, 5 and 6 of the report.
- 1.7. The proposed revised Policy will apply to children of compulsory school age, pre-school children, children starting reception class, pupils attending grammar school or faith schools, young people of sixth form age, adult learners and adults with care and support needs. The Policy is therefore not solely addressed to children and adults with disabilities, but is a wider document pertinent to all relevant groups.

2.0 The Policy Changes Summarised

- 2.1 This section summarises the main changes of the proposed revised Policy.
- 2.2 To make some changes to the wording of the All Age Travel Assistance Policy to make it clearer. These are highlighted in yellow in the Proposed Trafford Council All Age Travel Assistance Policy 2019-2020 which is attached in the appendices.

Page Number	Description
5, 12	Update the dates to reflect the 2019/2020 academic year and Policy start date.
8	<p>Slight change to wording to include “means tested benefits”. It is proposed to have the following:</p> <p>“A low income family is regarded as one where the child is eligible for ‘Free School Meals’ or where the parent that the child normally lives with is in receipt of a means tested benefit. Where a parent is applying for travel assistance on the basis that they are a low income family copies of relevant benefits will be required.”</p>
8	<p>Amendment to Free School Meal Entitlement to reflect changes to Universal Credit. It is proposed to include the following</p> <p>“Universal Credit - if you apply on or after 1 April 2018 your household income must be less than £7,400 a year (after tax and not including any benefits you get)”</p> <p>“All children in reception, year one and year two are entitled to a free school meal in state funded schools under the Children and Families Act 2014, however, unless the family of such a child also receives one of the above qualifying benefits the family will not be regarded as a low income family.”</p>
11	<p>New section in relation to Trafford Looked After Children. It is proposed to include the following:</p> <p><u>“Trafford Looked After Children (LAC)</u></p> <p>Travel assistance for eligible children will be provided following authorisation from the relevant social care panel.</p> <p>There is an expectation that placement providers / carers would provide travel assistance where possible.</p> <p>A range of travel solutions will be considered that best supports the child’s attendance at school.”</p>
11	<p>Amendment to Travel Assistance between Schools to include educational support package or placements. It is proposed to have the following:</p> <p>“Pupils based full-time at one school may visit another school for integration purposes or to access an additional educational support package or placement to that provided by the school at which they are on roll.</p> <p>Where this happens, transport arrangements must be made between the schools.”</p>
23-24	Amendment to Children with complex Physical or Medical Needs setting out what support will be provided by Passenger Assistants under an acute care pathway plan in the 2019 Policy.

30	<p>Additional information supplied in relation to appeals. It is proposed to add the following:</p> <p>“Please note that any appeals received, just before or during the main summer school holidays, may be delayed if information that is needed to be considered at an appeal cannot be obtained from a school due to its closure”.</p> <p>The following was added following consultation to clarify the position about applications for travel assistance.</p> <p>“However, any applications for travel assistance will still be considered through the school holidays.”</p>
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- 2.3 To make changes to the support provided to children and young people with complex physical and medical needs. The Council is no longer able to sustain the provision of Passenger Assistants to administer medication for children on transport. At the moment a very small number of Passenger Assistants have received some training from the Community Nursing Team to provide emergency interventions (this will include buccal Midazolam, inhalers, suction and oxygen) in a few cases. This has been a voluntary arrangement with parental agreement. It is proposed to withdraw this voluntary provision and instead replace with an acute care pathway plan.
- 2.4 There were further changes made to the Policy following consultation about the changes proposed for children and young people with complex physical and medical needs.
- 2.5 The creation of a specific pathway for the management of children, young people and adults with epilepsy whilst on Trafford commissioned transport will be followed. In addition for those children, young people and adults known to have epilepsy that individual’s Epilepsy Care Plan (agreed with the Epilepsy Nurse Specialist, parents and school) will be required to be made available to Trafford’s Travel Co-ordination Unit (TTCU). The pathway is on page 26 of the Policy.
- 2.6 To change the name of the Acute Care Pathway to Emergency Care Pathway.
- 2.7 Collaboration has taken place with the Designated Clinical Officer from Trafford Clinical Commissioning Group and the Community Nursing Team to design the new pathways.
- 2.8 To change the wording in the Policy in relation to the management of children, young people and adults with complex medical and physical needs from “medical interventions” to “healthcare needs/interventions”.
- 2.9 Review of the application form for travel assistance to better capture and flag the medical and health care needs of children, young people and adults.
- 2.10 It is proposed that, should the Policy be approved, that the Policy would be implemented to take effect from 1st June 2019.

3.0 Communications and Publicity

- 3.1 The consultation set out the changes under two sub-headings; proposal one detailed the minor changes to the Policy wording and proposal two detailed the changes in support for “complex medical cases”.
- 3.2 The consultation was promoted through the following communications channels in order to promote the changes and encourage participation and feedback by all interested parties, individual users and groups:
 - 3.2.1 Websites as detailed below;
 - 3.2.2 Notification Letters as detailed below;
 - 3.2.3 Social Media methods as detailed below; and
 - 3.2.4 Contact meetings as detailed below.
- 3.3 The consultation was promoted on the front page of the Council’s website to deliver maximum exposure to ‘passing traffic’, as well as providing an immediate landing spot and link to the consultation’s dedicated webpage.
- 3.4 The dedicated webpage received a total of 681 page views with 569 of these being unique visitors to the site.
- 3.5 Front page promotion was conducted for the period of 20th November 2018 to 12th January 2019.
- 3.6 The webpage also invited feedback by allowing respondents to either complete a Yes/No question and/or to leave additional feedback in an expandable text box. Respondents could also send comments to a dedicated email account and to the Executive Member for Constitutional Reform and Resident Engagement for review and inclusion.
- 3.7 Notification letters regarding the changes and the methods of responding to the consultation were emailed to parents where their email addresses were known.
- 3.8 Notification letters were also posted to the parents of all school age children and the carers of adult transport users.
- 3.9 The consultation was also promoted widely by social media and other Council communication channels.
- 3.10 Face to face meetings were held at Brentwood High School and Community College, Delamere School and at Trafford Parents Forum, to promote the consultation and provided opportunities for feedback and questions.
- 3.12 The Family Information Service promoted the consultation via social media, placed information on their dedicated website, and also ‘re-tweeted’ the news and information to their followers. Young people, parents and carers were targeted; 1,621 Facebook users were reached and there were 2,352 Twitter ‘engagements’.
- 3.13 Information regarding the consultation was also promoted on the Trafford SEND Local Offer website along with an invitation to find out more and leave feedback. A link to the consultation was placed prominently on the ‘carousel’ on the Local Offer front page and the consultation was also promoted “In the Loop” and sent to around

420 Early Years Settings (including maintained, private, voluntary and independent childcare providers and childminders in Trafford on 7th December 2018.

- 3.14 Letters were sent to three local FE colleges at Trafford, Salford and Manchester, neighbouring local authorities, existing transport contractors and Transport for Greater Manchester inviting feedback to the consultation.
- 3.15 Over 600 letters were sent to parents, 152 letters to passenger assistants, plus emails to all contractors, schools and other interested parties.
- 3.16 Adults, Children social care services and Trafford Clinical Commissioning Group were asked for feedback to the proposed changes.

4.0 Consultation Response

- 4.1 A total of 11 responses were received. This included 9 responses submitted via the web page. A further 2 responses were received by email directly to The Executive Member for Constitutional Reform and Resident Engagement from the parents of two children that travel on commissioned transport.
- 4.2 The Executive Member for Constitutional Reform & Resident Engagement and the Trafford Travel Co-ordination Unit Manager attended meetings at Trafford Parents Forum, Brentwood School and College and Delamere School to answer questions on the proposed changes.

5.0 Analysis of Responses

- 5.1 For proposal 1, out of the 9 respondents via the Council's website, 4 stated that they agreed to proposal, 2 disagreed and 3 did not indicate.
- 5.2 For proposal 2, out of the 9 respondents via the Council's website, 4 stated that they agreed to the proposal, 2 disagreed and 3 did not indicate.
- 5.3 Out of the 3 responses that did not indicate if they agreed/disagreed to the proposals; one stated that they do not administer rescue medication due to issues with clinical governance; one stated that even though rescue medication had not been given, it is stated that it is comforting to know that the medication is on the bus. One stated that they agree that it should not be the responsibility of the passenger assistant to administer rescue medications, but there are concerns that the current flexibility may be impacted on.
- 5.4 Overall, there is a slight majority that agreed with both proposals.

6.0 Specific Questions/Comments received during the Consultation and Response

- 6.1 The following themes and queries were derived from the consultation responses and these are listed below with a Council response:

6.1.1 Does the administration of rescue medication require clinical judgement?
Yes it does.

6.1.2 Is the administration of rescue medication classed as a medical intervention?

It is acknowledged that the wording needs to be amended here, as administering buccal Midazolam can be administered by a carer or parent. The wording in the policy has been changed to incorporate this feedback.

6.1.3 It has been suggested that the wording in relation to Appeals is updated further to make it clearer.

The wording in the policy has been updated to make it clear that any applications for travel assistance will still be considered through the school holidays.

6.1.4 Disappointment that the detail of the proposals was not explained in more detail in the original letter or to Passenger Assistants.

The consultation was a proposal and additional information was quickly provided in response to questions that were raised initially. Everyone's views needed to be taken into consideration before making any key decisions, however, endeavours will be made to include more information in future consultations.

6.1.5 Not administering buccal Midazolam could have damaging implications.

It is not the responsibility of the Passenger Assistant to administer buccal Midazolam. If there are concerns regarding a pupil having a seizure on transport the Passenger Assistant will dial 999 straight away.

6.1.6 Not all ambulance/paramedics carry buccal Midazolam.

If they don't carry buccal Midazolam they will carry an alternative.

6.1.7 Rescue medication has never had to be given despite a Passenger Assistant having specific training.

It is acknowledged that in most cases the passenger assistant is not required to provide any type of medical assistance.

6.1.8 Due to issues with clinical governance other North West Authorities do not administer buccal Midazolam.

This is acknowledged by the Council.

6.1.9 Before and after school clubs could reduce the demand for transport.

This feedback is noted and will be passed on to the relevant departments.

6.1.10 Concerns that the proposal removes flexibility of the current system.

There is a need to ensure roles and responsibilities are defined. This does not remove flexibility as each pupil is reviewed/cared for on an individual basis.

6.1.11 Requests to confirm exact plans and funding for transport care for the remaining children.

The outcome of the proposals will be communicated to all parent/carers of pupils receiving travel assistance.

6.1.12 It is felt that there is not enough written in to the policy to say how exactly the Council will go about consulting with the NHS and parents to find suitable, funded alternatives to ensure there is not a gap in provision for any child when the new policy comes in to place.

For any child travelling that currently travels with a Passenger Assistant, who has received basic training, their cases will be reviewed by TTCU, school, Community Nursing Team and parents. If in the meantime a parent has any concerns regarding transport they can get in touch with Trafford Travel Co-ordination Unit. If a parent

has any concerns regarding the medical care of their child they can get in touch with their GP or other professional for further advice and guidance.

6.1.13 It is believed that Passenger Assistants should be trained to administer interventions.

Feedback from the medical profession, other North West Authorities, schools and the majority of parents, agree that it is inappropriate for a Passenger Assistant to be trained to administer healthcare.

6.1.14 Administering interventions should be part of the passenger assistants' job description, the same as teaching staff.

Teaching staff have additional training and salary to reflect their additional responsibilities. School based staff also have the support of others in school and each school has a school nurse. Passenger Assistants do not have the skills or expertise to administer any type of healthcare needs to pupils, they often care for more than one child on transport and the journey times are on average 20 to 30 minutes.

6.1.15 It is believed that parents should not have to transport their children to school as this goes against the Care and Support Statutory Guidance

TTCU have a statutory duty to provide travel assistance in accordance with the DFE guidance. It is not the role of the TTCU to provide medical or social care assistance. If there are medical or social care needs these will be met via social care and/or the CCG.

6.1.16 In Manchester it is expected that parents travel to school with their children.

This is acknowledged by the Council.

6.1.17 For children NHS funding, it is Continuing Care and not Continuing Health Care.

The feedback is noted and the policy will be updated accordingly.

6.1.18 A small number of parents are uncomfortable at the prospect of travelling without someone who is willing and able to administer rescue medication

All cases will be reviewed in conjunction with the Clinical Commissioning Group, Community Nursing Team, schools and the parents to agree a way forward.

7.0 Other Options

7.1 Do nothing. The Council would not be meeting its statutory duty to review travel arrangements for service users; the costs and charges, and eligibility to assistance. Travel assistance arrangements for looked after children would not be included in the Policy and minor clarifications in relation to the introduction of universal credit would be excluded. This may adversely affect our most vulnerable children and families.

7.2 Maintain existing arrangements for supporting children, young people and adults with complex medical and physical needs. Medical assistance would continue to be provided by Band 2 Passenger Assistants on a voluntary basis and with parental consent. Advice from the CCG's Designated Clinical Officer, Community Nursing Care, Paediatricians and North West Ambulance Service says that Passenger Assistants do not have the required skills and expertise to administer any type of health care needs to passengers. This could place children, young people and adults at risk whilst on transport.

8.0 Reasons for Recommendation

8.1 The revised Policy makes it clearer for children, young people, adults and their families, including low income families, about eligibility for travel assistance. The arrangements for supporting passengers with complex medical and physical needs and pathways of support for passengers in an emergency situation whilst on transport are clarified.

9.0 Recommendation

9.1 It is recommended that the Executive notes the content of the Report, in particular:

9.1.1 The methodology and approach used for the consultation process;

9.1.2 The feedback received from the consultation process;

9.1.3 The Equality Impact Assessment in relation to travel arrangements policy 2018/2019; and

9.1.4 That the Policy is approved, the Children, Families and Wellbeing All Age Travel Assistance Policy 2019/2020 as detailed in the report; and

9.1.5 Approves the proposal to implement the above policy with effect from 1st June 2019.

Key Decision Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance - PD

Legal Officer Clearance DS

CORPORATE DIRECTOR'S SIGNATURE



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.



TRAFFORD COUNCIL

Trafford Council **All Age Travel Assistance Policy** **May 2019**

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Introduction

Objectives

This Policy sets out Trafford Council's ("the Council") position in relation to transport provision and travel assistance for children and young people habitually and normally resident and adults ordinarily resident in Trafford.

The Council's aim is to provide assistance, in a consistent and equitable way, in order to help people achieve maximum possible independence and at the same time to make reasonable and most efficient use of the Council's resources, in line with the Council's Sustainable Modes of Transport Strategy.

The Policy sets out what transport provision and assistance will be made available by the Council; the people who will be able to apply for it; and the circumstances in which that provision and assistance will be available.

The Policy applies to the following:

- Children of compulsory school age (aged between 5 and 16 years);
- Children under compulsory school age starting reception;
- Pre-school age children aged 2 to 4 years old;
- Disabled children (0-18) accessing social care or similar including respite provision/short breaks;
- Persons of sixth form age (aged between 16 to 18 and those continuing learners who started their programme of learning before their 19th birthday) to aid their attendance at school, college or place of learning
- Adult learners;
- Adults with care and support needs.

Legislation

The relevant legislation is set out in Annex 1.

Sustainable Modes of Transport

For each academic year, the Council is required to prepare a Sustainable Modes of Travel Strategy containing its strategy to promote the use of sustainable modes of travel to meet the needs of children of compulsory school age and sixth form age in its area. This is defined as modes of travel which the Council may consider may improve the physical wellbeing of those who use them and/or the environmental wellbeing of the whole or part of the area.

This strategy can be accessed at the Council's website or by clicking [Sustainable Modes of Travel Strategy](#).

The Council has had regard to this Strategy in making the arrangements for transport provision and assistance as set out in this Policy.

Home to educational establishment transport provision and assistance for academic year 1st Sept 2019 to 31st Aug 2020

This Policy comes into effect on 1st June 2019 and will be reviewed annually by the Council. The arrangements for home to educational establishment transport provision and assistance as set out in this Policy will apply for provision and assistance from 1st September 2019.

Children of Compulsory School Age

Parental Responsibilities

It is the responsibility of parents/carers to make the necessary arrangements for attendance of their children at an appropriate school or other setting. This includes submitting applications to the Council, as necessary, for admission to an appropriate school or other setting and for education transport where applicable. Travel arrangements are an important consideration when parents are making school preferences as it is the responsibility of the parent/carer to ensure that their child gets to and from school at the appropriate time each day. Parents need to ensure that appropriate home to school travel arrangements are in place.

Additionally, it is a parent's legal duty to ensure that their children, whilst of compulsory school age, attend their school regularly. The duty applies to all parents of pupils of compulsory school age who attend either a mainstream or a special school. Parents should therefore carefully consider what travel arrangements will need to be made for their child when they select a school for their child to attend regularly

Definition of Compulsory School Age

A child reaches compulsory school age on the prescribed day following their fifth birthday (or on their fifth birthday if it falls on a prescribed day). The prescribed days are 31 December, 31 March and 31 August. Young people can leave school on the last Friday in June of the academic year in which they are 16.

Eligible Children

The Council has a duty to provide free travel assistance to "eligible" children and has a power to provide travel assistance for "other" children of compulsory school age

The Council will make such travel arrangements as it considers necessary to enable the attendance of 'eligible children' within Trafford at their nearest 'qualifying school'. Travel arrangements must be suitable.

An "eligible child" is a child: -

Of compulsory school age attending the nearest 'qualifying school' or a place other than that 'school' whereby arrangements have been made for their attendance due to exclusion, illness or otherwise pursuant to Section 19 (1) of the Education Act 1996 ('the school')

and

- no arrangements relating to travel in either direction between their home and school are provided free of charge by any other person **or**
- such travel arrangements are provided but (even if taken together with any other such arrangements) they are not suitable for the purpose of facilitating their attendance at school **and** who meets **one** of the following criteria: -
 - Special educational needs, disability or mobility problems - Children registered at a "school" within walking distance of home who, by reason of their special educational needs (SEN), disability or mobility problems, cannot reasonably be expected to walk there and no suitable arrangements have been made for them to attend a nearer school
 - Nature of route - Children registered at a "school" within walking distance of home, but having regard to the nature of the routes which they could reasonably be expected to take, cannot reasonably be expected to walk, and no suitable arrangements have been made for them to attend a nearer school
 - Outside walking distance – Children registered at a "school" outside walking distance and no suitable arrangements have been made for boarding at or near the school or for them to attend a nearer school. (See below for definition of walking distance)
 - Free school meals children – Children aged 8 – 11 registered at a school more than two miles from home and satisfy the either of the following:
 - In receipt of free school lunches **or**
 - a parent with whom they are ordinarily resident is awarded Working Tax Credit at the maximum rate
 - Excluded children – where excluded children and obliged to attend a place other than their registered school which is outside walking distance,
 - Children aged 11 and over – Children aged 11 and over who satisfy the appropriate condition of having free school meals or their parents are in receipt of the maximum amount of Working Tax Credit are eligible children, if:

- They are registered pupils at a qualifying school which is more than two miles, but not more than six miles, from their home and there are not three or more suitable qualifying schools which are nearer to their home or
- They are registered pupils at a qualifying school which is more than two miles, but not more than 15 miles, from their home and their parent has expressed a wish, based on the parent's religion or belief, for them to be provided with education at that school and having regard to the religion or belief on which the parent's wish is based, there is no suitable qualifying school which is nearer to the child's home or
- They are receiving education at a place other than a school by virtue of arrangements made under s19 (1) of the EA 1996 and that place is more than two miles but not more than six miles from their home

“Qualifying School”

The relevant educational establishment in relation to an “eligible child” will be either a qualifying school or the place, other than a school, where they are receiving education by virtue of arrangements made under section 19(1) of the Education Act 1996. These are:

- a community, foundation, academy or voluntary-aided school;
- a community, academy or foundation special school;
- a non maintained special school;
- a pupil referral unit;
- a maintained nursery school;
- a city technology college, a city college for the technology of the arts, an academy school including free schools and University Technical Colleges;
- in relation to a child with a Statement (Statement) of Special Educational Needs or Education, Health and Care Plan (EHCP), a qualifying school also means an independent school (other than a city technology college, city college or academy), if it is the only school named in ‘the plan’ or it is one or two or more schools named in ‘the plan’ and of those schools it is the nearest to the child’s home.

For children without a Statement or an EHCP, the ‘nearest qualifying school’ is the school nearest the child’s home that has places available. If parents choose a more distant school, travel assistance will not be provided.

Parents who choose one of the following types of school will be ineligible for transport assistance unless the school is their child’s nearest qualifying school:

- A denominational school based on religious beliefs;
- A single sex school.

Low Income Families

A low income family is regarded as one where the child is eligible for 'Free School Meals' or where the parent that the child normally lives with is in receipt of a means tested benefit. Where a parent is applying for travel assistance on the basis that they are a low income family, copies of relevant benefits will be required.

Free School Meal Entitlement

In accordance with the Department for Work and Pensions, "In England a Free School Meal (FSM) is a statutory benefit available to school aged children from families who receive other qualifying benefits and who have been through the relevant registration process.

Under current rules, if parents receive any of the following support their children may be entitled to receive free school meals:

- income Support
- income-based Jobseeker's Allowance
- income-related Employment and Support Allowance
- support under Part VI of the Immigration and Asylum Act 1999
- the guaranteed element of Pension Credit
- Child Tax Credit (provided you're not also entitled to Working Tax Credit and have an annual gross income of no more than £16,190)
- Working Tax Credit run-on - paid for 4 weeks after you stop qualifying for Working Tax Credit
- Universal Credit - if you apply on or after 1 April 2018 your household income must be less than £7,400 a year (after tax and not including any benefits you get)

All children in reception, year one and year two are entitled to a free school meal in state funded schools under the Children and Families Act 2014, however, unless the family of such a child also receives one of the above qualifying benefits the family will not be regarded as a low income family.

Walking Distance and Assessment of Route

Statutory Walking Distance is:

- a. two miles for children under eight;
- b. three miles for other children aged eight and over.

Postcodes are used to measure walking distance from the pupil's home to the qualifying school, by way of the shortest walking route along which a child, accompanied as necessary, may walk safely. In order to ensure consistency and fairness the measurement is calculated through the use of various GIS systems, as appropriate and is strictly applied. The route may

include footpaths, bridleways, and other pathways as well as recognised roads. An assessment of the route will be made by the Council to determine the risks and whether any potential risks might be mitigated.

Accompaniment

In deciding whether a child cannot reasonably be expected to walk by reason of their special educational needs, a disability or mobility problems, or because of the nature of the route, the Council will consider whether the child could reasonably be expected to walk if accompanied and, if so, whether the child's parent can reasonably be expected to accompany the child.

"Other" Children

The Council has a discretionary power to provide travel assistance to "other children". The Council has exercised its power and may provide travel assistance to the following categories of children.

Children attending a Grammar School

The Council does not have a duty to provide free travel assistance to grammar school children where the grammar school the child attends is not the nearest qualifying school. However, the Council will provide travel assistance to a child attending the nearest grammar school for which they are eligible.

A grammar school will not be classed as the nearest qualifying school if the child is not successful in the selection process for that school or where the child is unable to gain a place due to the lack of availability of places.

Children who attend a grammar school that is not the nearest grammar school for which they are eligible will not receive travel assistance from the Council unless they are from a low income family. Children from low income families who are registered at a grammar school will be eligible to receive travel assistance.

Primary Age Children attending a Denominational School

Although there is no statutory duty to provide travel assistance to support primary school aged children to attend a denominational school, the Council will provide travel assistance to children from low incomes families who are registered at a denominational school which is between two and fifteen miles from their home if the parents preference for that school is based on the parent's religion or beliefs and having regard to those beliefs there is no suitable qualifying school which is nearer home.

Children starting Reception

Children are not of compulsory school age until the prescribed day following their fifth birthday (or on their fifth birthday if it falls on a prescribed day). The prescribed days are 31 December, 31 March and 31 August.

However, most children in Trafford start school in reception class in the September of the academic year in which they become five. Travel Assistance applications will be accepted for these children; to receive travel assistance the child must meet the eligibility criteria for a primary pupil of compulsory school age.

Pre-School Children aged 2-4 years old

Where a pre-school child either has an Education, Health and Care Plan (EHCP) or is undergoing an EHCP Assessment and is placed at a primary special school, in Trafford, in accordance with the Children and Families Act 2014, they may be entitled to travel assistance. To be considered eligible there needs to be medical or social reasons, supported by professional evidence for example from a social worker or medical professional, why your child cannot attend the place without Council travel assistance. If deemed entitled to travel assistance, a charge will be levied.

The charges will be £170 per term. If families can demonstrate financial hardship (please refer to Low Income Families on page 7 of the Policy), the charge will be £85 per term.

General Points

Residence

To be considered for travel assistance as an “eligible” or “other” child, the child must be a resident of Trafford. Checks will be made to verify addresses. The Council has the right to ask for further proof of address if records do not match.

Travel assistance for children with SEND will be to and from the child’s home address. Home is defined as where the child is normally and habitually resident. Where there is shared residency between two parents either or both addresses will be considered to be the child’s home.

Alternative Address

For children with SEND, if an alternative address is requested by a parent, the decision rests with the Council whether to accept the alternative address. In all cases, only a maximum of one other address will be considered and the alternative address should not be further in distance than the child’s home to school.

Route

The route may include footpaths, bridleways, and other pathways as well as recognised roads. An assessment of the route will be made by the Council to determine the risks and whether any potential risks might be mitigated.

Provision of Travel Assistance to and from Childminders, Nurseries and After School Activities

The provision of travel assistance to non-statutory education or clubs does not fall within the Council's duties under part 9 of the Education Act 1996. Travel arrangements are provided from home to educational establishment and are provided at the start and end of school day. Transport is not provided during the course of the school day.

Travel Assistance between Schools

Pupils based full-time at one school may visit another school for integration purposes or to access an additional educational support package or placement to that provided by the school at which they are on roll. Where this happens, transport arrangements must be made between the schools.

Children attending Residential Placements

Transport for children in residential placements will be provided as follows:

- Weekly residential placement - Travel arrangements will be made to school on Monday and from school on Friday each week.
- Termly residential placement - Transport will be provided at the beginning and end of each term and mid-term holiday.
- Pupils requiring a 52 week placement – the Council will make travel arrangements up to a maximum of three return journeys per year.

Use of Disability Living Allowance (DLA) and Personal Independence Payment (PIP)

Travel assistance for eligible children will be provided free of charge regardless of any benefits the child or family receive.

Use of Foster Care Allowance

Travel assistance for eligible children will be provided regardless of any payments that foster carers receive.

Trafford Looked After Children (LAC)

Travel assistance for eligible children will be provided following authorisation from the relevant social care panel.

There is an expectation that placement providers / carers would provide travel assistance where possible.

A range of travel solutions will be considered that best supports the child's attendance at school.

Changes of Circumstances

If a child moves school, home address or there is another significant change in circumstances then this may affect their eligibility for travel assistance or the suitability of the travel assistance provided. All changes in circumstances should be reported and a new application for travel assistance must be made.

Withdrawal of Travel Assistance Awarded in Error

If a child has been awarded travel assistance in error, the Council has the right to withdraw this after first considering the circumstances of each case to determine whether there are exceptional reasons for provision to continue. Where transport is to be withdrawn, 6 weeks' notice will be given.

Post 16 Travel Assistance for 2019/20 for the Academic Year 1st September 2019 to 31st August 2020

This section of the All Age Transport Policy is designed to comply with the requirements set out in s509AA and s509AB Education Act 1996. The law requires the Council to specify what transport and financial support it considers is necessary to facilitate the attendance at educational establishments of persons of sixth form age receiving education or training. A person of sixth form age is defined as someone over compulsory school age, but under the age of 19 or a person who has begun a particular course of education or training at an establishment before attaining the age of 19 and continues to attend that course. In addition, the Council is required to expressly set out the arrangements for facilitating the attendance at educational establishments of disabled persons and persons with learning difficulties. From June 2015, young people have been required to stay in education or training until their 18th birthday.

Review

This Policy comes into effect on 1st June 2019 and will be reviewed annually by the Council and any revisions published before the 31st May in each year.

The arrangements for Post 16 Travel Assistance as set out in this Policy will apply for assistance which will be provided from **1st September 2019**.

Travel Assistance for Young People between 16 and 19 years

There is no automatic entitlement to free home to school or college transport once a student is over 16. However, the Council has a power to determine what travel assistance and provision is necessary to facilitate a young person's participation in education and training but there is no obligation to fund the travel assistance arrangements. In determining what travel assistance is necessary, the Council will take into account the following:

- The needs of those for whom it would not be reasonably practicable to attend a particular establishment to receive education or training if no arrangements were made;
- The need to ensure that young people in the area have reasonable opportunities to choose between different establishments at which education and training is provided;
- The distance from the student's home to establishments of education and training;
- The journey time to access different establishments;
- The cost of travel assistance to the establishment in question;
- The degree to which the young person would benefit from encouragement to travel as independently as possible.
- Any alternative means of facilitating the student's attendance at establishments;

For a student to be eligible to apply they must:-

- live in the Trafford Council area;
- be under 19 years of age at 31 August 2020;
- attend a full-time course/training;
- have applied for and been refused bursary funding from/through their education/training setting. Evidence of this will be required.

Where students do not qualify for the Council's Post-16 travel assistance they will need to make their own arrangements for travel to and from the educational establishment in question.

Students aged 16-19 years in Mainstream Provision

Eligibility for travel assistance for those students without an Education, Health and Care Plan or Learning Disability Assessment will be considered under this section.

Students must in the first instance apply to their school or college for bursary funding to assist with their travel costs. For many students this is discretionary and schools/colleges may assist in different ways. Please see the section on page 18 of this Policy on concessionary fares, discounts and subsidies.

If a student is refused assistance by the school or college, the Council will consider applications for assistance on the basis of financial hardship. Travel assistance will be provided by the Council where the student's application proves financial hardship because the student's parent or carer is in receipt of one of the following benefits:-

- Income Support
- Child Tax Credit but NOT entitled to Working Tax Credit and the household income does not exceed £16,190
- Income-based Job Seekers Allowance (IBJSA)
- Employment Support Allowance (Income Related)
- Guaranteed Element of State Pension Credit
- Support under Part VI of the Immigration & Asylum Act 1999
- Universal credit

Where assistance is provided on this basis it will be subject to a charge of £85 a term payable by the student.

Students aged 16-19 years with a Statement of Special Education Needs, Education, Health and Care Plan or Learning Disability Assessment attending sixth form or other further education provider

Eligibility for travel assistance for those students with an Education, Health and Care Plan or Learning Disability Assessment attending either mainstream or specialist provision will be considered under this section.

The travel assistance requirements of post-16 students with special educational needs will be considered during the transitional planning process undertaken during years ten and eleven.

All young people who have a statement of Special Educational Need (SEN) or an Education Health Care Plan (EHCP) will have an EHC needs assessment in year eleven and, if staying on at school, this will be updated in their final year.

Students who fall within this category and who meet the criteria above will need to make an application for assistance in accordance with the Council's application procedure. To be considered eligible there needs to be medical or social reasons (including both physical and mental conditions affecting the capacity for independent travel), supported by professional evidence, why travel assistance is necessary to facilitate that young person's participation in education and training. If deemed entitled to travel assistance, a charge will be levied.

In those cases where the Council considers that applicants meet the criteria for 16-19 travel assistance, the Council will levy a charge if assistance is provided. Charges will be £170 per term. However, where families can demonstrate financial hardship as set out in the section on Low Income Families on page 8 of this Policy, the charge will be £85 per term.

Adult Learners

The Council is required to prepare a transport policy statement for Adult Learners specifying any transport or other travel assistance including any payment of travelling expenses to be made and any travel concessions available under s508F of the Education Act 1996. The Council has the power to make arrangement for the provision of transport and otherwise as it considers necessary in relation to adults and relevant young adults. In considering what arrangements it is necessary to make in relation to relevant young adults, the Council must have regard to its duties under s15ZA (1) which requires the Council to secure enough suitable education and training to meet the reasonable needs of relevant young adults.

Eligible Adults

Section 508F of the EA 1996 requires LAs to make such arrangements for the provision of free transport as they consider necessary (or as the Secretary of State may direct) for the purpose of facilitating the attendance of:

- adults receiving education at an institution maintained or assisted by the Council and providing further or higher education or within the FE sector;
- relevant young adults (adults aged under 25 with learning difficulties) receiving education or training at institutions outside both the further education and higher education sectors where the LA has secured the education or training and boarding accommodation under section 514A.

Eligibility for travel assistance will be assessed having regard to the adult's assessed needs which are carried out by Trafford Social Services. For more information on the assessment process for adults, visit the [SEND Local Offer for Social Care](#) on the Trafford Service Directory.

Please see the section on page 14 of this Policy for the factors that will be taken into consideration when assessing need for travel assistance.

Where there is an identified eligible need for the provision of travel assistance, as a result of the needs assessment carried out by social services, this will be organised by Trafford Travel Co-ordination Unit.

Travel assistance for adult learners will be free of charge.

Review

Access to travel assistance will be individually reviewed, along with other elements of the care plan, at least annually.

These provisions will be reviewed annually by the Council as part of the annual review of this Policy.

Disabled children (0 – 18) accessing social care or similar, including respite / short breaks

The legislation governing transport from home to educational establishment is set out in part 9 of the Education Act 1996. However, some children may have been assessed as having a social care need and this can include attendance at respite / short breaks provision.

Transport to social care or similar provision will be provided where it is deemed necessary to meet the child's needs. For more information on the assessment process regarding child in need assessments, visit the [SEND Local Offer for Social Care](#) on the Trafford Service Directory.

Where, as a result of the child in need assessment, it is deemed necessary for transport to meet the needs of the child which will be considered on an individual basis, this will either be organised by the respite provider or the Trafford Travel Coordination Unit. This will be provided free of charge.

Review

Care plans will be reviewed annually, however, where there is a material change in a disabled child's needs, a re-assessment will be undertaken and this means the child's entitlement to transport will then be re-considered.

These provisions will be reviewed annually by the Council as part of its annual review of this Policy.

Adults with Care and Support Needs

The Care Act 2014 and the National Eligibility Framework for social care has replaced various pieces of legislation and policies.

Adult Social Care has a legal duty to provide access to services which may in some circumstances include transporting people to locations to access services. This applies where adults are eligible for social care support

The Care Act 2014 sets out that duty as follows:

'The national eligibility criteria set a minimum threshold for adult care and support needs and carer support needs which local authorities must meet. All local authorities must comply with this national threshold'.

The Act details that:

'Local authorities should consider the adult's ability to get around in the community safely
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and consider their ability to use such facilities as public transport, shops or recreational facilities when considering the impact on their wellbeing’.

The provision of adult social care is aimed at promoting the maximum possible independence for adults with care and support needs.

In extending this principle to the provision of transport, this policy sets the criteria that will be used to assess whether the adult’s needs to access services and community amenities and if these needs can be best met through independent travel arrangements, privately funded transport, or whether Council arranged travel assistance is necessary.

This policy rests upon a general assumption and expectation that wherever possible, adults with care and support needs will meet their own needs for travelling to access and take advantage of services, or support to facilitate them.

Transport is a means of accessing other services or support. The overriding principle is that the decision to provide transport is based on a person’s individual circumstances including: needs, risks, outcomes and on promoting independence.

Travel assistance will only be provided if, in the opinion of the assessor, accessibility to transport is required to be provided by the Council, in order that the adult with care and support needs is able to achieve one or more of the outcomes that the adult requires support to achieve.

This is to be determined by the assessment of the adults needs under the Care Act 2014 which forms the basis on which Adult Social Care responds to requests for assistance and is concerned with exploring a person’s presenting needs and determining their eligibility for services.

The provision of transport will only be considered in relation to meeting the needs of adults aged 18 years and over who have been assessed as eligible for services and/or support from Adult Social Care.

As part of the Assessment and Care Planning process carried out by the Council, the need to pursue other activities away from the adult’s home may be identified. The need for transport to any community service or activity service must be part of the assessment of a person’s needs and outcomes. For more information on the assessment process for adults, visit the [SEND Local Offer for Social Care](#) on the Trafford Service Directory.

Assessment of eligibility, for the provision of transport assistance, will be undertaken in consideration of:

- The Care Act 2014;
- The availability of existing transport;
- The availability of existing sources of funding that are currently provided to the adult to meet a mobility need (e.g. mobility allowance);

- The ability of a person to travel independently with regard to their physical mobility and other factors that may introduce risk including conditions that will lead to the deterioration of a person's ability to travel without assistance.

The assessor will use this information to determine whether the adult with care and support needs:

- Is capable of travelling independently on the proposed method of transport without an unreasonable level of risk;
- Requires some training, support or assistance that will enable them to be capable of travelling independently in the near future;
- Is not capable of travelling independently on the proposed method of transport and will therefore recommend a method of Council funded transport as set out in this policy that is appropriate to their assessed needs.

Where there is an identified eligible need for the provision of travel assistance, as a result of the needs assessment carried out by social services, this will be organised by Trafford Travel Co-ordination Centre.

Where an individual is provided with a Personal Budget or requests a Direct Payment to meet their assessed needs for care, the same principles will apply as to those people opting to receive support directly from Adult Social Care. The cost of transport will only be included in the Personal Budget or Direct Payment where no other suitable alternative is available and it is considered that the adult is eligible for this support to meet assessed needs and outcomes as set out above.

Travel Assistance Factors for Adults with Care and Support Needs and Adult Learners

The following factors will be considered by the Council when assessing the need for support services and travel assistance;

- The extent to which the applicant can travel independently (including own privately funded transport; any vehicle purchased under the Motability scheme (which the individual drives themselves, or does not drive themselves); public transport; walking with or without support; or via any other independent or naturally supported means;
- Ability to travel independently and reablement options such as independent travel training;
- Whether the applicant is able to access transport provided by others (family, friends, paid carer, support worker);
- Whether they are accessing the nearest service to meet their needs;
- The applicant's disability, frailty or physical health;
- Risk to self and others;
- The individual's mental capacity;
- Communication difficulties;
- Psychological factors e.g. mental health, dementia, agoraphobia;

- Consideration of degenerative conditions;
- Benefits that the adult receives such as Disability Living Allowance (DLA) and Personal Independence Payment (PIP)
- Any other factors that may affect personal safety

Trafford Council will also take into account the following factors relating to the individuals mobility:

- Ability to walk outside
- Requirement for wheelchair / other walking aid
- Ability to enter and leave a property
- Ability to get in and out of a vehicle
- History of falls
- Ability to use stairs
- Degenerative conditions

These lists are not exhaustive as the needs assessment will take into consideration all relevant factors and each case will be determined on its own merits, associated risk factors and assessed needs and outcomes that the adult is unable to achieve without Council funded support.

People will be expected to access services that reasonably meet their needs close to where they live. Where it is assessed that a local service can meet a person's needs, support to travel will only be provided up to this distance and will only be provided if independent travel and public transport have been tested and agreed not to be appropriate.

If people can travel independently for example by; walking, using public transport with help from other people, using assisted mobility (Assisted mobility is where a person is supported to travel with an aide, adaptation, mobility allowance or mobility vehicle) then they will be expected to do so.

Where enablement/travel training is offered as part of the assessment this process must be completed before a final decision is made on whether the person requires support to travel to be provided by the local authority.

Refusal by the adult with care and support needs to undertake the enablement / travel training element of the assessment may bring about the end of the overall assessment process and travel assistance may not be provided.

Reassessment

Access to travel assistance will be individually reassessed, along with other elements of the care plan, at least annually.

This element of the Policy will be implemented from 1st June 2019 and reviewed annually by the Council.

Suitability of Travel Assistance

This section describes the different types of travel assistance the Council will consider for individuals deemed eligible to travel assistance and how eligibility is determined.

Council funded transport may **not** be provided under normal circumstances to an adult with care and support needs. However when reaching its decision the Council will take into consideration all relevant factors and each case will be determined on its own merits, associated risk factors and assessed needs and outcomes that the adult is unable to achieve without Council funded support.

1. The person is in receipt of the higher rate of mobility allowance, unless there are factors limiting their ability to fully utilise the benefits of the allowance e.g. geographical location, the nature of the disability, wheelchair type or carer support requirements. The support plan will determine the level of support offered in these circumstances as part of the assessment process.
2. They have their own "Motability" vehicle which they drive themselves. In this instance there will be consideration of whether it is reasonable to expect that the adult will use that vehicle in order to travel to the required location. If it is unreasonable, the appropriateness of the provision of a Motability vehicle should be questioned and alternative available transport provision should be sought.
3. The person has a "Motability" vehicle of which they are not normally the driver themselves. Similarly, there will be consideration of whether it is reasonable to expect that the adult will use that vehicle in order to travel to the required location. If it is unreasonable, the appropriateness of the use of a Motability vehicle should be questioned and alternative available transport provision should be sought.
4. The person has carers e.g. neighbours/family/friends who are able to transport them. Where it is identified that a carer will provide transport it is important that the assessor is able to demonstrate that the impact of this has been appropriately assessed under the Care Act 2014 in an assessment of the carer's needs and outcomes. Where carers or friends have been assessed as being able to provide transport, alternative arrangements should be detailed in a contingency plan to cover periods where they are unable to do so.
5. Where the individual is reliant on a relative or other carer to drive a Motability car, consideration will be given to supporting carers respite needs, including enabling them to work. If an individual or carer makes the decision that the Motability vehicle will not be used for the intended purpose the onus will be on the individual and/or carer to make alternative appropriate arrangements.
6. The adult has a bus pass which they are able to use to attend the required location. In

cases where the adult's ability to use the bus pass may present an unreasonable level of risk please refer to Travel Assistance Factors for Adults with Care and Support Needs and Adult Learners on page 16 of this document.

- 7 The person lives in a registered residential care home as these are subject to the terms and conditions of the contract between the Council and the care home. However, if the individual is assessed as having the ability to travel independently, or with minimal intervention, the care home will make provision to support independent travel if they are responsible for transport arrangements. If the individual is a tenant in extra care housing, supported accommodation or an adult placement scheme, they will be subject to the same assessment and care planning arrangements as people living in their own homes or with relatives.

Travel Assistance Solutions

The Council will consider all travel assistance options reasonably available to the adult when deciding what support it may offer in order that the adult's assessed needs and outcomes can be met.

As part of the assessment process the assessor will determine what needs and outcomes the person is able to meet independently, what needs and outcomes they are able to meet from their own income sources, and what needs and outcomes they are able to meet through the support provided by a family member or informal carer.

Where the assessment has determined that Council funded travel assistance is required in part, or in whole to meet an adult's assessed needs and outcomes it will be provided in a safe and cost effective manner taking account of the adult's specific needs and outcomes. Directly provided transport services will be provided only after other suitable alternatives have been considered.

Where deemed eligible for travel assistance the Council will levy a charge for this service and the rate per journey is £2.50 and the person's ability to pay this charge will be considered when undertaking a financial assessment. If a charge is to be made for travel assistance an invoice will be sent every 4 weeks after travelling.

When undertaking a financial assessment the Council recognises that an adult who receives care and support outside a care home will need to pay their daily living costs such as rent, food and utilities, the charging rules used by the Council will ensure the adult has enough money to meet these costs. After charging has been taken into account, a person must be left with the minimum income guarantee (MIG), equivalent to Income Support plus a buffer of 25%.

When undertaking a financial assessment the Council will also fully disregard any income from the following sources -

- a) Direct Payments;
- b) Guaranteed Income Payments made to Veterans under the Armed Forces Compensation Scheme;
- c) The mobility component of Disability Living Allowance; The mobility component of Personal Independence Payments.

A variety of travel assistance solutions are available this list is not exhaustive and includes
The range of transport assistance may include:

- National Concessionary Travel Pass for England for people with sensory impairment/learning disabilities, issued by Transport for Greater Manchester;
- Concessionary passes for public transport issued by the Council;
- Parents of mainstream pupils eligible to receive free travel assistance may choose to make their own transport arrangements and can claim a car mileage refund at a rate of 45p per mile (or the equivalent cost of arrangements made by Trafford, whichever is the lesser). Costs will be reimbursed termly, based on the pupil's attendance at school;
- Providing a personal budget for travel assistance for children and young people with SEND eligible to receive a personal travel assistance budget (PTB). A PTB enables you to organise your child's home to school/college travel arrangements in a way that suits you. This gives you flexibility and control of travel arrangements for your child. Calculations are based on the distance between home and school and payments are usually made termly directly into your bank account.
- Provision of transport commissioned by the Council from home to educational establishment and return;
- Independent Travel Training to support applicants so that they are able to travel independently to and from school and other social activities.
- Passenger Assistants on Council commissioned transport may be provided to accompany applicants on transport where they are necessary for the safe operation of vehicles and/or the care of the passengers.
- Escorted public transport - It may be possible for some applicants, to travel on public transport using their free pass, if they have some assistance. The Council may provide a Travel Assistant to accompany the applicant and help build a level of independence over time.
- There may be a requirement to incorporate pick up/drop off points as part of the travel solution, but this will only be undertaken after consulting with all relevant parties.

Other travel options that the Council will take into consideration when a person applies for travel assistance are access to the following:

National Concessionary Passes - Disabled people may be eligible for free travel at all times on local buses, local trains and Metrolink Trams in Greater Manchester, and on local buses elsewhere in England between 9.30 am and 11.00 pm on Monday to Friday and all day at weekends and on public holidays. For more information on the National Concessionary travel pass for disabled people please contact: Travel Concessions, Customer Services, TfGM, PO Bo x 429, Manchester M60 1HX Telephone: 0161 244 1050, Textphone 18001 0161 244 1050 or Visit: www.tfgm.com.

Disability Living Allowance (DLA)/ Personal Independence Payment (PIP) (mobility component) – This is a financial allowance paid by the DWP. People can qualify for this benefit depending on the degree of their mobility impairment. People qualifying for the Disability Living Allowance Mobility component can qualify for a leased vehicle under the mobility scheme in exchange for their allowance. Disability Living Allowance is now known as Personal Independence Payment (PIP).

Availability of Community Transport - These are schemes that the Council supports to transport people who are without private transport or who are unable to access public transport to make their journey. There is usually a small charge for each journey which is payable by the individual who travels. An example of this is the Ring and Ride scheme.

For further information on transport services available please visit the Trafford Service Directory which can be found via the following link:

<https://www.trafforddirectory.co.uk>

Manchester Community Transport
<http://www.manct.org/>

Ring & Ride
<http://www.tfgm.com/ringandride>

Local Link (Partington only):
http://www.tfgm.com/buses/local_link/Pages/services/Partington.html

Guide to easy travel in Manchester:
http://www.tfgm.com/accessible_transport/Documents/Trafford_Easy_Guide_200808.pdf

Request for social care funding to meet an individual's transport needs will be progressed in accordance with the local process for agreeing funded support for Adults with care and support needs. This process includes information about how individuals or their representatives can appeal against a decision made the all age social care funding panel.

Children and young people with Complex Physical or Medical Needs

Where the child is an “eligible child” the duties and according policy relating to such children applies, please see pages 5 and 6. Children with complex physical or medical needs are those children with diagnosed conditions requiring transport to school when the journey is longer than they can safely spend without receiving medical assistance, and the Council has received individual, professional and medical advice about the given child. This includes children in the following categories but this list is not exhaustive:

- Children and young people with continuous oxygen requirements;
- Children and young people with a tracheostomy;
- Children and young people with complex, unstable epilepsy requiring rescue medication
- Children and young people with asthma who may require emergency treatment;
- Children and young people with stable epilepsy where rescue medication may possibly be required for unpredictable, prolonged seizures.

Where specialist travel arrangements are necessary and the young person is eligible for NHS Continuing Care, NHS funding may be applied for, for a medically trained member of staff to accompany the young person on the home to school transport.

Passenger assistants and/or drivers are not trained to provide healthcare needs/interventions during the course of a journey to or from home to school.

Due to the individual nature of any complex physical or medical needs the parents of the child may be best placed to provide transport and will be encouraged to take the child to school themselves. In such cases they will be eligible to receive mileage expenses.

If the parents are unable or unwilling to provide transport, the Council will offer the following travel assistance option:

- Suitable transport which enables a parent (or parents’ representative) to accompany the child in order to provide any medical assistance required. A parents’ representative can be a carer over the age of 18 nominated by the child’s parent.

Care Pathways

In the event of a medical emergency one of the following care pathways will be followed.

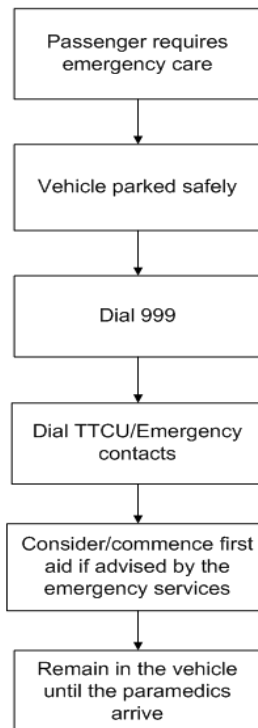
Emergency Care Pathway

The Emergency Care Pathway will be followed if there is a medical emergency.

In accordance with NHS guidelines Medical emergencies can include:

- loss of consciousness
- an acute confused state
- fits that aren't stopping
- [chest pain](#)
- [breathing difficulties](#)
- severe bleeding that can't be stopped
- [severe allergic reactions](#)
- severe [burns or scalds](#)
- trauma due to a road traffic accident

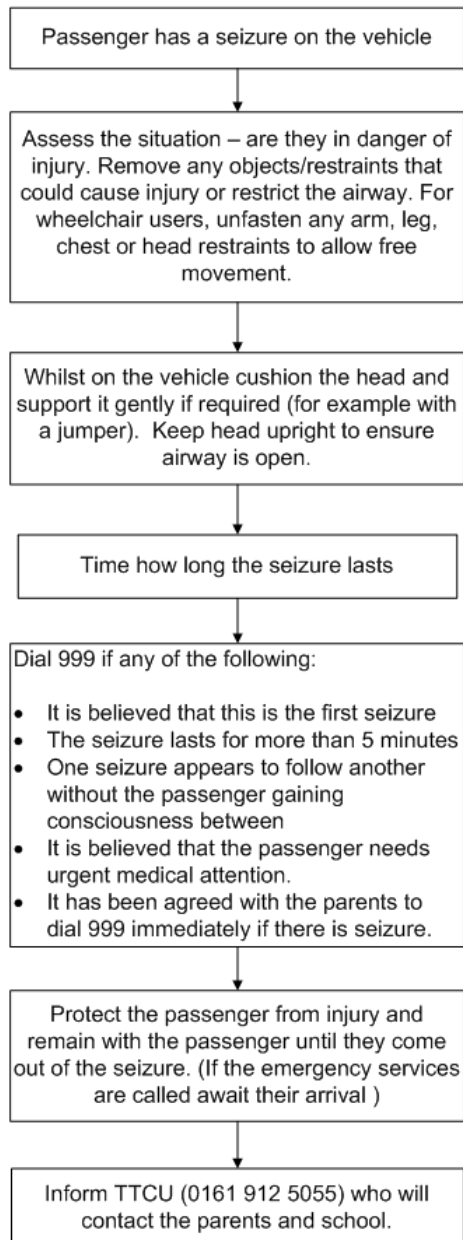
Emergency Care Pathway



Epilepsy Care Pathway

For those children, young people and adults known to have epilepsy the person's individual emergency epilepsy plan should be followed. Please note that all Epilepsy Care Plans (agreed by Epilepsy Nurse Specialist, parents and school) will need to be made available to TTCU.

Epilepsy Care Pathway



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Source: Epilepsy Action, www.epilepsy.org.uk
Epilepsy Scotland, www.epilepsyscotland.org.uk

Details of disabled concessionary fare, discounts, and subsidies available to learners aged 16 – 18

Many commercial operators provide services which are competitively priced. Therefore, applicants should explore all travel options before applying for Council support.

Some colleges also operate or contract their own services which may help those who do not qualify under the Council's scheme. Students are requested to contact the individual college to establish what assistance can be provided by the College to meet the cost of transport.

English National Concessionary Travel Scheme

Issued free of charge to residents of Trafford who are eligible disabled. The bus pass entitles you to free travel when starting journeys within the borough of Trafford, Monday to Friday between 9.30am and the last bus and Saturdays and Sundays anytime until last bus. Blind or partially sighted students are entitled to free travel before 9.30am.

Children and young people with an eligible disability can use this pass to travel free to and from educational establishments on bus services operating after 9.30am. Blind or partially sighted students can use this pass to travel free to and from educational establishments on bus services operating before 9.30am.

Rail Services

The Student Railcard offers considerable discounts over standard fares, but other cheaper fares are also available. For the best offers students should check with operators what choices are available for their journey at the time they want to travel.

Information on Student Railcards can be obtained via the Railcard website at: www.railcard.co.uk Additional information on rail fares and services can be obtained by ringing: 08448 714036 or email

The 16-19 Bursary Fund

The 16 to 19 Bursary Fund supports the most financially disadvantaged 16- to 19-year-olds and those young people who most need help with the costs of staying in education. The 16 to 19 Bursary Fund is distributed in two ways:

- Central allocation to eligible young people
- A yearly bursary of up to £1,200 is available to young people in one of the four defined vulnerable groups, which includes:
 - young people in care
 - care leaver
 - those on Income Support or receiving Universal Credit in place of Income Support

- disabled young people (in receipt of both Employment Support Allowance and Disability Living Allowance or Personal Independence Payment)

Institutions are responsible for verifying that young people meet the criteria for vulnerable student bursaries.

Discretionary awards made by institutions

Institutions are allocated funding from which they can make discretionary awards to young people. Discretionary awards are for any students who are facing genuine financial barriers to participating in education. Institutions can determine the eligibility criteria and the frequency and conditions of payments. The 16-19 bursary fund guide for providers 2013-2014 and 2014-2015, which sets out arrangements for the scheme, are available to download at the following link:

<http://www.education.gov.uk/childrenandyoungpeople/youngpeople/studentssupport/a00203061/16-19-bursaries>

Journey Times

Every effort will be made to keep journey times to a minimum while also fulfilling the Council's responsibility to secure cost-effective provision. There may be times when it is not possible to meet these journey times due to circumstances outside the Council's control such as traffic congestion, accidents, or adverse weather conditions for example. In the case of pupils the following is recommended guidance from the Department for Education:-

- Primary age children - In normal circumstances primary school age children should not spend more than 45 minutes each way being transported between home and school.
- Secondary age children - A child of secondary school age should not have a journey time that exceeds 75 minutes each way.
- Post 16s – A young person in normal circumstances should not have a journey time that exceeds 75 minutes each way. There may be times however, that are out of the Council's control, for example due to attendance at an out of borough establishment, that this may not be possible.

Charging - When will the Council ask for a contribution to provide transport?

The following individuals will be provided with free travel assistance:-

- "Eligible" children;
- "Other" children except Pre-School Children aged 2-4 years old;
- Disabled children aged 0 -18 years accessing respite and community activities;

- Adult learners with an assessed need.

The following service users will be charged:-

- Pre-School Children aged 2-4 years old;
- Students aged 16-19 years;

Transport will not be provided without a signed payment agreement form. Charges will be made termly and you will be invoiced in monthly instalments for the term. You will be invoiced at the beginning of each term. For example for the summer term the invoice will be sent to you in April requesting payment of 4 monthly instalments for April, May, June and July.

For Adults with assessed care and support needs the charge is as set out at page 20 of this Policy. If a charge is to be made for travel assistance an invoice will be sent every 4 weeks after travelling.

For pre-school children aged 2-4 years old and students aged 16 -19 years the charges are £170 per term or £85 per term where financial hardship applies as defined at page 7 for pre-school children and page 11 for students aged 16 -19 years, of this Policy.

Charges will not be made for transport to access services to and from the following:

- Intermediate care and re-ablement services;
- An adult suffering from Creutzfeld Jakob disease for the cost of meeting their needs;
- After care services / support provided under s117 of the Mental Health Act 1983;
- Any service or part of service which the NHS is under a duty to provide;
- Assessment of needs and care planning.

Commissioned Transport Service Standards

All service users can expect:

- Drivers and Passenger Assistants to have undertaken enhanced DBS checks;
- The competency of the Driver and Passenger Assistants to be performance managed by the Council via the contract monitoring arrangements;
- Passenger Assistant training will be provided by the Council for parents/carers or their representatives who accompany children on TTCU commissioned transport which includes use of wheelchair restraints and protocols in the event of an emergency;
- The conduct on the vehicle and at collection and drop off points to be of an acceptable standard in accordance to the Council's service standards document;
- Any vehicle used to transport children to be properly licensed and roadworthy, and will offer standards of comfort and safety as prescribed by relevant Statutory Law. Regular checks will be carried out on all vehicles and recorded;
- An allotted time will be allocated for pick up and drop off;

- The Council will do everything reasonably possible to arrive within 15 minutes of the allocated time (although traffic, road and weather conditions may affect these timings);
- The transport provider is responsible for communicating any major delays to Trafford Transport Coordination Unit (TTCU) and they will then let the parents/carers or adult passengers know via a text messaging service.

Safety on Transport and Withdrawal of Travel Assistance

The Council aims to maintain the highest standards of safety and security for all passengers travelling to their destination. Parents/carers also have a responsibility to help maintain safe and secure travelling arrangements for the benefit of all transport users. Pupil behaviour whilst accessing supported transport is the responsibility of the parent/carers, head teachers and the Council. The comfort and safety of all passengers is the main concern and demonstrations of inappropriate behaviour by pupils will not be tolerated. Head teachers, under the School's behaviour policy, as well as the Council, are able to take action to address unacceptable behaviour. Pupils being transported will be expected to follow the same behaviour codes as they do when in school. Unacceptable behaviour will be monitored and may result in exclusion from transport.

Parents and carers will become responsible for transporting their own children during any period of exclusion from transport.

The withdrawal of transport will be considered on a case by case basis and can be:

- (a) Temporary; or
- (b) Permanent at the discretion of the Council having regard to all the circumstances of the passenger's behaviour where this has been serious or in persistent cases of misbehaviour.

'Temporary' may be for a specified number of days or weeks and 'permanent' may be for the remainder of the school year or longer, if justified by the circumstances.

How to apply for travel assistance

Children of compulsory school age without special educational needs, mobility or disability

Parents of children without a special educational need or disability (SEND) and aged 5-16 years should contact the School Admissions Team for information about what travel assistance they might be entitled to. They can do this by telephoning 0161 912 5080 or by writing to:- School Admissions Team, Travel Assistance, 4th floor, Waterside House, Sale, M33 7ZF. Applications should be received by 22nd July so bus passes and other travel assistance can be arranged for the start of the academic year.

Children of Compulsory School Age with and Education, Health and Care Plan

For children with an Education, Health and Care Plan please complete the on-line [application form](#) or contact the Trafford Travel Co-ordination Unit by telephoning 0161 912 5055 or by emailing ttcu@trafford.gov.uk.

Students Aged between 16 – 19 years, Adult Learners and Adults with Care and Support Needs

Applications for travel assistance should be made by completing the on-line [application form](#) or contacting the Trafford Travel Co-ordination Unit by telephoning 0161 912 5055 or by emailing ttcu@trafford.gov.uk.

Disabled Children 0 -18 years

Applications for travel assistance will be completed by Children's Social Services in conjunction with parents/carers.

When to apply to the Trafford Travel Co-ordination Unit?

Applications for travel assistance to start in September (the beginning of the school year) must be completed in full and submitted on line by completing [application form](#) by 30th June at the latest. For applications received after that date there is no guarantee that travel assistance will be in place for September.

For applications for travel assistance to start at a different point in the school year the TTCU will process the applications and arrange travel assistance within 20 working days if the application is approved. However there may be occasions when travel assistance cannot be arranged within 20 working days, for example there may be the need to recruit or provide specialist training for Passenger Assistants, procure additional vehicles or arrange independent travel training.

It is the responsibility of the adult, parent/carer to apply for travel assistance by the due date and a new application form is needed at each of the following events:

- When a child is to start school in reception
- When a child turns 8 years old
- When a child turns 11 years old and moves to secondary school
- When a young person reaches 16 years old and compulsory school age finishes;
- Each year from the age of 16 years, including adults
- Change in circumstances such as:-
 - change of school, educational provision or social care provision;
 - change of address;
 - change in assessed eligible need;
 - change in the days travel assistance is required, etc.

It is the responsibility of the parent/carer applying for travel assistance to make suitable alternative arrangements during the application process.

For all applications other than those for Children of compulsory school age without special educational needs, mobility or disability, after successfully meeting the initial application stage, contact will be made by the TTCU with the parent/carer. More detailed information will be gathered about the individual needs of the child, young person or adult. Stage 2 of the application process informs the risk assessment and informs the council's travel assistance offer. It also informs if any training is required to meet the child, young person or adult's needs.

The Council will only accept one application for travel assistance per academic year unless there has been a significant and material change in circumstances.

For adults over 18 years of age approval of transport costs must be included in the overall budget allocated for care. A financial assessment is completed for all adults in receipt of care to assess their contribution to their care. These decisions will be made as part of the transitional arrangements to adult care.

How to appeal or complain about a decision about travel assistance

This section informs applicants how to appeal a decision made by Trafford Council where the applicant is not happy with the refusal of their application or where the application has been approved, they are not satisfied with the type of travel assistance offered.

Please note that once an application has been through the appeals process a new application will not be considered unless there has been a significant and material change in circumstances.

Appeals concerning Children of Compulsory School Age

The Council operates a two stage review and appeals process relating to all applications for home to educational establishment transport for children of compulsory school age.

Appeals can be against decisions on the following:

- Child's eligibility
- Distance measurement in relation to statutory walking distance
- Safety of the route
- Suitability of travel assistance arrangements offered

Please note that any appeals received, just before or during the main summer school holidays, may be delayed if information that is needed to be considered at an appeal cannot be obtained from a school due to its closure. However, any applications for travel assistance will still be

considered through the school holidays.

Stage One

Parents must appeal in writing within 20 working days from receipt of the Council's decision asking for a review of the decision. The request for the review should explain why the decision should be reviewed and detail personal family circumstances that should be considered when the decision is reviewed. Within 20 working days of receipt of the written request for review a senior officer reviews the decision and will send parents notification of the outcome.

Stage Two

If a parent is not satisfied with the decision/outcome at Stage One they have 20 working days from receipt of the Stage One decision to make a written request to escalate the matter to Stage Two. Within 40 working days of the parent's request an independent appeals panel will consider written and verbal representations. For more information on the appeals process, please visit the Department for Education's [Home to school travel and transport guidance](#) which can also be found on their website.

If, following completion of the appeals process, a parent is unhappy with the decision, they are entitled to make a complaint to the Department for Education on the grounds that the LA has been unreasonable in the exercise of its functions. Alternatively, if there is evidence of maladministration in the appeal process, you can complain to the Local Government Ombudsman. However, it is not the LGO's role to investigate the merits of the appeals, but simply consider whether there was maladministration in relation to the process.

Once an appellant has gone through both stages of the appeals process they cannot reapply within the same academic year unless there has been a significant and material change in circumstances.

Appeals Concerning applications in relation to Travel Assistance for Pre-School Children aged 2 – 4 years, Applications from Students aged between 16 -19 years attending 6th Form and Adult Learners

The Council has an appeals process relating to all applications in relation to travel assistance for these groups of children and students.

Appeals can be against the following:

- Eligibility and/or
- Suitability of travel assistance arrangements offered

Appeal Process

Appeals must be made in writing within 20 working days from receipt of the Council's decision

asking for a review of the decision. The request for the review should explain why the decision should be reviewed and what factors should be considered when the decision is reviewed. Within 20 working days of receipt of the written request for review a senior officer reviews the decision in conjunction with special educational needs, social care and health practitioners and will send the appellant notification of the outcome.

If, following completion of the appeals process, an appellant is unhappy with the decision, they have are entitled to complain to the Department for Education on the grounds that the LA has been unreasonable in the exercise of its functions. Alternatively, if there is evidence of maladministration in the appeal process, you can complain to the Local Government Ombudsman. However, it is not the LGO's role to investigate the merits of the appeals, but simply consider whether there was maladministration in relation to the process.

Once an appellant has gone through the appeals process they cannot reapply within the same academic year unless they have a significant and material change in circumstances.

Complaints Concerning Disabled Children's Travel Assistance

For appeals and complaints regarding decisions for travel assistance for disabled children, parents are required to follow the Council's Children's Social Care Complaints Policy found on the Council's website or by clicking [Children's Social Care Complaints](#). This complaint process is made to comply with the Children Act 1989 Representations Procedure (England) regulations 2006.

Complaints Concerning Travel Assistance for Adults Receiving Care and Support

Services users will need to pursue a complaint in accordance with the [Council's complaints](#) procedure made pursuant to Local Authority Social Services and National Health Service Complaints (England) Regulations 2009.

Safeguarding

If you have concerns about the safety of a child or young person please contact the [Multi Agency Referral and Assessment team \(MARAT\)](#).

If you are concerned about an adult an, [Adult safeguarding: public concern form](#) should be completed by people who wish to report an incident of abuse or when abuse is suspected.

Annex 1 – the legislation

Section 508A of the Education Act 1996 ("the Act") places a duty on local authorities in
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England to assess the school travel needs of all children and persons of sixth form age in their area and to assess and promote the use of sustainable modes of travel.

Section 508B of the Act sets out the general duties placed on local authorities to make such school travel arrangements as they consider necessary for 'eligible children' within their area, to facilitate their attendance at the relevant educational establishment. Such arrangements must be provided free of charge.

Section 508C of the Act provides local authorities with discretionary powers to make school travel arrangements for other children not covered by Section 508B but the transport does not have to be free.

Section 509 AD of the Act places a duty on the LA, when exercising its travel functions, to have regard, amongst other things, any wish of a parent for their child to be educated at a particular school on the grounds of the parents' religion or belief. Religion or belief in this instance means any religious or philosophical belief.

This duty is in addition to the duty on the LA to make travel arrangements for children from 'low income families' who attend the nearest school preferred on grounds of religion or belief, where they live between 2 and 15 miles from home.

Section 9 of the Education Act 1996 provides that in exercising all duties and powers under the Education Acts, the Secretary of State and local authority shall have regard to the general principle that pupils are to be educated in accordance with their parents' wishes, so far as that is compatible with the provision of efficient instruction and training and the avoidance of unreasonable expenditure. However, there is no general statutory duty requiring the local authority to provide free transport to a faith school.

Section 508F of the Act places a duty on local authorities to make any transport or other arrangements that they consider necessary, or that the Secretary of State directs, for the purpose of facilitating the attendance of learners who are aged 19 or over at certain educational establishments. The transport must be provided free of charge. _

Children Act 1989

Section 17 (1) Children Act 1989 creates a general duty on Children's Services to safeguard and promote the welfare of children within their area who are in need

Chronically Sick and Disabled Persons Act 1970

'Where a local authority have functions under Part 3 of the Children Act 1989 in relation to a disabled child and the child is ordinarily resident in their area, they must, in exercise of those functions, make any arrangements within subsection (6) that they are satisfied it is necessary for them to make in order to meet the needs of the child'.

The Care Act 2014

This Act together with a number of regulations and statutory guidance is the base on which social care will develop over the next few decades. It enshrines the new statutory principle of wellbeing.

The Children and Families Act 2014

This Act describes how children and young people with special educational needs or who are disabled (SEND) get the support they need. It came into force on 1 September 2014.

Statutory Guidance

The statutory guidance in relation to travel provision and assistance is found in the following:

- Home to school transport Guidance issued by the Department for Education
- Post 16 Transport Guidance
- Working together to safeguard children 2015

EQUALITY IMPACT ASSESSMENT - TRAFFORD COUNCIL

A. Summary Details		
1	Title of EIA:	All Age Travel Assistance - 2019
2	Person responsible for the assessment:	Sarah Russ - TTCU
3	Contact details:	Sarah.russ@trafford.gov.uk
4	Section & Directorate:	Trafford Travel Co-ordination Unit, CFW
5	Name and roles of other officers involved in the EIA, if applicable:	Alison Milne, Head of Service Access and Inclusion Marilyn Golding, School Admissions Manager
B. Policy or Function		
1	Is this EIA for a policy or function?	Policy <input checked="" type="checkbox"/> Function <input type="checkbox"/>
2	Is this EIA for a new or existing policy or function?	New <input type="checkbox"/> Existing <input type="checkbox"/> Change to an existing policy or function <input checked="" type="checkbox"/>
3	What is the main purpose of the policy/function?	It is intended to amend the previous All age travel assistance policy which provides travel assistance to the following groups: - <ul style="list-style-type: none"> ● Children and young people of pre-school age (2-4 years); ● Children under compulsory school age starting reception; ● Children of compulsory school age (aged between 5 and 16 years) with their travel from home to school or place of learning; ● Disabled children 0 -18 accessing social care or similar; ● Persons of sixth form age (aged between 16 to 18 and those continuing

		<p>learners who started their programme of learning before their 19th birthday) to aid their attendance at school, college or place of learning;</p> <ul style="list-style-type: none"> • Adult learners; • Adults with care and support needs. <p>It is proposed to update the wording of the policy for legal clarity and proposed to make changes to the support provided to complex medical cases</p>
4	Is the policy/function associated with any other policies of the Authority?	<ul style="list-style-type: none"> • School admissions policy • Health and Safety policy • Safeguarding children policy • Corporate Complaints policy • Adult Social Care
5	Do any written procedures exist to enable delivery of this policy/function?	<ul style="list-style-type: none"> • Attendance management procedures for the management of passenger assistant staff • Code of conduct procedures for all staff • Contract procedure rules which govern the Council's procurement of goods. • Appeals procedure for managing travel assistance appeals • Complaints procedure for managing complaints in relation to travel assistance. • Process to agree funded support for Adults with care and support needs & Children / young people with complex needs • Emergency Care Pathway to be followed by Passenger Assistants in the case of a medical emergency whilst transporting children, young people and adults. • Epilepsy Care Plan to be followed by Passenger Assistant for those children, young people and adults known to have epilepsy travelling on transport. • Epilepsy Care Pathway will be followed by Passenger Assistants in the case of a medical emergency whilst transporting those children, young people and adults known to have epilepsy.
6	Are there elements of common practice not clearly defined within the written	<ul style="list-style-type: none"> • Behaviour management for assisting with the management of difficult behaviours whilst on transport • Route planning for ensuring the most cost effective journeys

	procedures? If yes, please state.	<ul style="list-style-type: none"> • Council approach for charging for services
7	Who are the main stakeholders of the policy? How are they expected to benefit?	<p>Stakeholders</p> <ul style="list-style-type: none"> • Children and young people of pre-school age 2 to 4 years; • Children under compulsory school age starting reception; • Children of compulsory school age • Young people with Special Educational Needs and Disability (SEND) aged 16 to 19 years • Young people aged 16 to 19 years without and Education, Health and Care Plan in mainstream provision and in financial hardship; • Adult learners; • Adults accessing social care; • Parents/Carers; • Heads and Governing Bodies; • School staff; • Adult social care providers; • Educational placement providers for adults; • Passenger Assistants; • Bus/taxi contractors; • Elected members <p>Benefits</p> <ul style="list-style-type: none"> • Easy to read policy with clear and transparent eligibility and suitability criteria and appeals process; • Clear pathways of support to be followed in the case of a medical emergency; • Enables accessibility to educational establishments so that children, young people and adults can participate in education and learning; • Supports sustainable travel; • Supports and promotes independence; • Offers a range of travel assistance solutions to support choice and flexibility for families; • Supports local economy by employing local people as Passenger Assistants and by commissioning local taxi/bus companies; • Affordable for those in hardship (a hardship scheme is available for those

		receiving a chargeable service).
8	How will the policy/function (or change/improvement), be implemented?	Following a public consultation, the new policy will be implemented from the start of the academic year September 2019.
9	What factors could contribute or detract from achieving these outcomes for service users?	<ul style="list-style-type: none"> • Political support, or lack of; • Legal challenge; • Ability of families to pay the proposed charges, even those eligible for hardship; • Capacity and resources to manage income recovery for non payers; • Capacity and resources to manage an increase in applications if the demand rises; • Capacity and resources to provide passenger assistants if the demand increases; • Capacity to provide enough vehicles if demand increases.
10	Is the responsibility for the proposed policy or function shared with another department or authority or organisation? If so, please state?	<p>Children, Families and Wellbeing Service:-</p> <ul style="list-style-type: none"> • Trafford Travel Co-ordination Unit – responsible for administering the All Age Travel Assistance Policy with the exception of those responsibilities detailed below; • School Admissions – responsible for administering bus passes for children of compulsory school age; • Education, Health and Care Panel – responsible for recommending school and nursery assessment places for children with special educational needs and disabilities; • Children with Complex and Additional Needs Service – responsible for undertaking child in need assessments; • Epilepsy Care Plan – agreed between Epilepsy Nurse Specialist, parents and school and provided to the TTCU. • Assistants who support children with complex needs; • Adults Social Care – responsible for undertaking assessments under the Care Act 2014 to determine if an adult has eligible needs; • Social Care funding panel members and others managers with delegated funding decision making as described in the process to agree funded support for adults with care and support needs & Children / young people with complex

needs.

- The Carers centre who undertake carers assessments on behalf of Trafford Council.

C. Data Collection

1 What monitoring data do you have on the number of people (from different equality groups) who are using or are potentially impacted upon by your policy/ function?

School census data (Appendix A)

- the total pupil headcount
- headcount by gender – October 2018 Census
- headcount by ethnicity – January 2018 Census
- headcount by school of pupils in receipt of FSM – October 2018 Census

Please note January 2019 Census data not yet available.

Trafford Travel Co-ordination Unit Data

534 children and young people currently accessing travel assistance – all of who have SEND. 385 (72.10%) are male and 149 (27.90%) are female.

62 adult learners/social care service users being transported door to door. 32 (51.61) are male and 30 (48.38%) are female.

School Admissions Bus Pass Data

Travel Assistance Analysis details that in the autumn term 2018, 285 children and young people received bus passes to travel to school, of these:-

147 passes were issued to pupils from low income families

31 passes were issued to pupils based upon the distance from home to school

107 passes were issued to pupils attending a grammar school that is not their nearest grammar school as they are not eligible to attend their nearest grammar school (i.e did not pass that school's entrance exam)

2	Please specify monitoring information you have available and attach relevant information*	School census data which includes headcount by age, gender, ethnicity, free school meals
3	If monitoring has NOT been undertaken, will it be done in the future or do you have access to relevant monitoring data?	Adult social care - When assessments / reassessments are undertaken we will consider if an adult with care and support requires council funded travel assistance to meet their assessed needs and outcomes (in accordance with the policy). We will include this information on all funding tracking sheets and look to develop a field in LL to generate automated reporting.

**Your monitoring information should be compared to the current available census data to see whether a proportionate number of people are taking up your service*

D. Consultation & Involvement		
Page 62	Are you using information from any previous consultations and/or local/national consultations, research or practical guidance that will assist you in completing this EIA?	Yes Review of previous Council consultations
	2 Please list any consultations planned, methods used and groups you plan to target. (If applicable)	Future consultations will be via:- <ul style="list-style-type: none"> • The web including the Council's website and Local Service Directory • Social media – twitter, Facebook, parent partnership, parents forum • Schools e-bulletin and the early years bulletin • Materials will be made available in different formats if requested. • Parents forum to be requested to provide formal feedback • Letters to be sent to parent/carers who receive travel assistance • Neighbouring local councils to be notified and asked to provide feedback • Contractors and local colleges to be notified and feedback requested • Internal services such as Adult Social Care and Children's Complex and Additional Needs within the council to be notified

3	**What barriers, if any, exist to effective consultation with these groups and how will you overcome them?	Parents who are disabled may struggle to access information/attend consultation events. – Ensure accessible information available on-line via the Council’s website and SEND local offer on Service Directory.
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***It is important to consider all available information that could help determine whether the policy/ function could have any potential adverse impact. Please attach examples of available research and consultation reports*

E: The Impact – Identify the potential impact of the policy/function on different equality target groups

The potential impact could be negative, positive or neutral. If you have assessed negative potential impact for any of the target groups you will also need to assess whether that negative potential impact is high, medium or low

	Positive	Negative (please specify if High, Medium or Low)	Neutral	Reason
Disabled Gender – both men and women, and transgender;		L		Over representation of boys with SEND. School pupil population gender split is 51% boys and 49% girls whilst 72% of boys receive travel assistance as CYP with SEND. No known gender impact for adults with care and support needs.
Pregnant women & women on maternity leave			√	For an adult with care and supports needs access to council funded travel assistance will be determined by the assessing officer in consideration of all their individual circumstances, assessed needs and outcomes
Gender Reassignment			√	
Marriage & Civil Partnership			√	

<p>Race- include race, nationality & ethnicity (NB: the experiences may be different for different groups)</p>		L	<p>English as a second language presents barriers to accessing and understanding services.</p> <p>For an adult with care and supports needs access to council funded travel assistance will be determined by the assessing officer in consideration of all their individual circumstances, assessed needs and outcomes</p>
<p>Disability – physical, sensory & mental impairments</p>	√		<p>Majority of children and young people accessing door to door travel assistance have SEND.</p> <p>This Policy supports this group of people to access education, learning and social care activities to meet their assessed needs.</p> <p>The Policy sets out a range of travel assistance solutions and is aimed at promoting independence and providing life skills, these include Independent Travel Training and Passenger Assistants accompanying people on public transport.</p> <p>Pre-school age children age 2 to 4 years who have an EHCP or are undergoing an Assessment and are at a Trafford special school will be able to apply for travel assistance.</p> <p>Pupils of 6th form age are able to apply for travel assistance.</p> <p>For an adult with care and supports needs access to council funded travel assistance</p>

				<p>will be determined by the assessing officer in consideration of all their individual circumstances, assessed needs and outcomes.</p> <p>The policy has a specific care pathway for the management of epilepsy.</p>
<p>Age Group - specify eg; older, younger etc)</p>			√	<p>It is not proposed to increase the level of charges for pre-school children age 2 to 4 years, young people in sixth form aged between 16 to 19 years.</p> <p>The number affected by the charge is low compared to the total number of people receiving travel assistance.</p> <p>Students aged 16-19 years in mainstream provision without an Education, Health and Care Plan can apply for travel assistance on the basis of financial hardship.</p> <p>Adult learners, children of compulsory school age and children in need aged 0 to 18 years will receive free travel assistance if deemed eligible</p> <p>For an adult with care and supports needs access to council funded travel assistance will be determined by the assessing officer in consideration of all their individual circumstances, assessed needs and outcomes</p>
<p>Sexual Orientation – Heterosexual, Lesbian, Gay</p>			√	

Men, Bisexual people			
Religious/Faith groups (specify)		L	<p>The Council continues to support primary age pupils from low income families to attend a denominational school. Eligibility mirrors that of the Council's statutory duties for secondary age pupils from low income families.</p> <p>Although Trafford is well served by a mixture of Church of England and Catholic schools some other religious/faith groups may be disadvantaged by the lack of in Borough provision. Parents who choose a denominational school based on religious beliefs will be ineligible for travel assistance unless the school is their child's nearest qualifying school.</p> <p>For an adult with care and supports needs access to council funded travel assistance will be determined by the assessing officer in consideration of all their individual circumstances, assessed needs and outcomes.</p>

As a result of completing the above what is the potential negative impact of your policy?

High ⑤

Medium ⑤

Low ⑤

F. Could you minimise or remove any negative potential impact? If yes, explain how.

Race:	Information about services for children, young people and adults is held on Trafford's Service Directory with specific information for children and young people with SEND on the local offer pages.
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	<p>Translation services are available on request.</p> <p>The use of electronic application forms may assist applicants as they may be able to seek the help of other family members or community workers.</p> <p>The TTCU and other services are also available for telephone or 121 support. Sometimes people may not be able to read English but are sufficiently proficient to be able to speak to someone for advice and support.</p>
Gender:	The removal of all charges for all groups. However this may have a negative impact elsewhere as the Council is committed to allocating resources to people most in need.
Disability:	No as one eligibility criterion for travel assistance is "Special educational needs, disability or mobility problems"
Age:	<p>For those age groups who will incur a charge there will be a low income or hardship element. Those eligible under low income or hardship will be charged 50%.</p> <p>Independent travel training can be provided to young people and adults but not to younger children.</p>
Also consider the following:	
1	<p>If there is an adverse impact, can it be justified on the grounds of promoting equality of opportunity for a particular equality group or for another legitimate reason?</p> <p>All Age Travel Assistance Policy will discharge Trafford's statutory duties; it is proposed that the Council uses its discretionary powers to provide travel assistance to groups of children, young people and adults who are not eligible under the existing policy or statute.</p>
2	<p>Could the policy have an adverse impact on relations between different groups?</p> <p>No</p>
3	<p>If there is no evidence that the policy <i>promotes</i> equal opportunity, could it be adapted so that it does? If yes, how?</p> <p>The Policy does promote equality of opportunity.</p>

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G. EIA Action Plan

Recommendation	Key activity	When	Officer Responsible	Links to other Plans eg; Sustainable Community Strategy, Corporate Plan, Business Plan,	Progress milestones	Progress
Ensure accessible consultation	Public consultation	Nov18-Jan19	Sarah Russ/Alison Milne	Corporate Plan		Complete
Create a consultation response document	Collate and review feedback	Feb 19	Alison Milne	Corporate Plan Included in Executive Report		Complete
Review the impact of the AATP	Review the impact of charging and review an overall review of the policy	October 2019	Alison Milne/Sarah Russ	Corporate Plan		

Please ensure that all actions identified are included in the attached action plan and in your service plan.



Signed *Sarah Russ*
Lead Officer Sarah Russ
Date 31.1.19

Signed
Service Head Alison Milne HoS: Access and Inclusion
Date 31.1.19

Equality Impact Assessment Appendix A

October 2018 Census - Split by Gender	Female	Male	Grand Total
Acre Hall Primary School	130	158	288
All Saints Catholic Primary School	112	111	223
Altrincham Boys Grammar School		1285	1285
Altrincham C.E. Aided Primary	179	170	349
Altrincham College	491	457	948
Altrincham Grammar School For Girls	1352		1352
Ashton-On-Mersey School	629	797	1426
Barton Clough Primary School	99	106	205
Blessed Thomas Holford Catholic College	693	710	1403
Bollin Primary School	233	187	420
Bowdon C.E. Primary School	268	300	568
Brentwood School	41	72	113
Broadheath Primary School	216	223	439
Broadoak School	209	195	404
Brooklands Primary School	276	299	575
Broomwood Primary	175	243	418
Cloverlea Primary School	117	117	234
Davyhulme Primary School	268	256	524
Delamere School	21	76	97
Egerton High School	9	45	54
Elmridge Primary School	114	129	243
English Martyrs' R.C. School	104	104	208
Firs Primary School	191	233	424
Flixton Girls' School	928		928
Flixton Primary School	219	238	457
Forest Gate Academy	123	117	240
Gorse Hill Primary School	202	192	394
Heyes Lane Primary School	328	351	679
Highfield Primary	164	140	304
Holy Family Rc Primary	99	121	220
King's Road Primary School	298	333	631
Kingsway Primary School	93	110	203
Lime Tree Primary Academy	251	221	472
Longford Park School	10	60	70
Loreto Grammar School	1046		1046
Lostock College	147	221	368
Manor Academy Sale	53	106	159
Medical Education Service	11	7	18
Moorlands Junior School	122	129	251
Moss Park Infant	104	115	219
Moss Park Junior	115	140	255
Navigation Primary School	219	231	450
North Cestrian School	236	268	504

Equality Impact Assessment Appendix A

October 2018 Census - Split by Gender	Female	Male	Grand Total
Old Trafford Community Academy	195	207	402
Oldfield Brow Primary	180	202	382
Our Lady Of Lourdes Catholic Primary	107	99	206
Our Lady Of The Rosary School	124	114	238
Park Road Academy Primary School	117	114	231
Park Road Primary	207	225	432
Partington Central Academy	185	217	402
Pictor Academy	39	83	122
Sale Grammar School	581	726	1307
Sale High School	382	404	786
Seymour Park Primary School	349	304	653
Springfield Primary	328	317	645
St Alphonsus Rc Primary	108	103	211
St Ambrose College		1018	1018
ST ANNE'S C OF E	113	123	236
St Antony's Catholic College	224	292	516
St Hilda's C Of E Primary	165	147	312
St Hugh's Catholic Primary School	317	373	690
St Joseph's Catholic Primary School	234	220	454
St Margaret Ward Primary RC Primary School	117	113	230
St Mary's Ce Primary	139	129	268
St Marys Ce Primary School	107	98	205
St Monica's Rc Primary School	161	165	326
St Teresa's Rc Primary	109	104	213
St Vincent's Catholic Primary School	328	304	632
St. Ann's R.C. Primary School	219	227	446
St. Hugh Of Lincoln Primary	192	154	346
St. Matthew's C of E Primary	97	124	221
St. Michael's Primary School	107	138	245
Stamford Park Infants	113	130	243
Stamford Park Junior	137	141	278
Stretford Grammar School	389	447	836
Stretford High School	366	521	887
Templemoor Infant School	111	105	216
The Orchards	9	25	34
Trafford High School	13	23	36
Tyntesfield Primary	215	242	457
Urmston Grammar	522	562	1084
Urmston Primary School	244	274	518
Victoria Park Infant School	101	119	220
Victoria Park Junior School	135	117	252
Well Green Primary School	115	136	251
Wellacre Academy		625	625

Equality Impact Assessment Appendix A

October 2018 Census - Split by Gender	Female	Male	Grand Total
Wellfield Infant &Nursery School	106	126	232
Wellfield Junior School	136	112	248
Wellington School	728	668	1396
Willows Primary School	158	159	317
Woodheys Primary School	206	264	470
Woodhouse Primary School	112	123	235
Worthington Primary	179	166	345
Grand Total	20321	21302	41623

Equality Impact Assessment Appendix A

January 2018 Census Ethnicity	Asian	Black	Chinese	Mixed	NotObt	Other	Refused	White	Grand Total	BA ME	%BAME
Acre Hall Primary School	8	7	3	22	18	5	11	231	305	45	14.75%
All Saints Catholic Primary School	7			14		1		211	233	22	9.44%
Altrincham Boys Grammar School	373	22	68	88	1	34	2	686	1274	585	45.92%
Altrincham C.E. Aided Primary	41	6	14	14		4		271	350	79	22.57%
Altrincham College	48	21	11	51	1	16	4	793	945	147	15.56%
Altrincham Grammar School For Girls	405	27	82	87	1	29	6	690	1327	630	47.48%
Ashton-On-Mersey School	62	36	3	105	5	20	8	1189	1428	226	15.83%
Barton Clough Primary School	42	8	2	9	13	36		104	214	97	45.33%
Blessed Thomas Holford Catholic College	33	27	4	73		3	19	1160	1319	140	10.61%
Bollin Primary School	71	3	11	58	1	11	14	241	410	154	37.56%
Bowdon C.E. Primary School	12	4	16	34	34	1	6	434	541	67	12.38%
Brentwood School	23	5	4	6		2		69	109	40	36.70%
Broadheath Primary School	82	8	20	34		3	3	260	410	147	35.85%
Broadoak School	1	13	3	30		5	1	353	406	52	12.81%
Brooklands Primary School	79	12	35	54	1	5	4	361	551	185	33.58%
Broomwood Primary	53	15	12	20	8	18	2	305	433	118	27.25%
Cloverlea Primary School	24		4	16		6		189	239	50	20.92%
Davyhulme Primary School	24	4	16	54		2	4	434	538	100	18.59%
Delamere School	13	8		11		3	2	59	96	35	36.46%
Egerton High School		4		8				39	51	12	23.53%
Elmridge Primary School	97	4	6	10		7	1	116	241	124	51.45%
English Martyrs' R.C. School	6	3		10				192	211	19	9.00%
Firs Primary School	41	18	4	41	1	12	8	279	404	116	28.71%
Flixton Girls' School	84	36	2	52		4	12	715	905	178	19.67%
Flixton Primary School	15		3	21		1	1	419	460	40	8.70%
Forest Gate Academy	4	9		13		1		231	258	27	10.47%
Gorse Hill Primary School	99	48		53		14		173	387	214	55.30%
Heyes Lane Primary School	74	6	5	42		10	2	541	680	137	20.15%

Equality Impact Assessment Appendix A

January 2018 Census Ethnicity	Asian	Black	Chinese	Mixed	NotObt	Other	Refused	White	Grand Total	BA ME	%BAME
Highfield Primary	22	10	7	41	3	2	3	218	306	82	26.80%
Holy Family Rc Primary	14	2	1	10		1	4	197	229	28	12.23%
King's Road Primary School	428	54	2	61	2	44	6	32	629	589	93.64%
Kingsway Primary School	22	5	2	8		4		182	223	41	18.39%
Lime Tree Primary Academy	42	17	26	39	1	10	1	338	474	134	28.27%
Longford Park School	2	3		12		2		52	71	19	26.76%
Loreto Grammar School	60	31	3	43	9	4	6	888	1044	141	13.51%
Lostock College	60	20		36	1	5	3	224	349	121	34.67%
Manor Academy Sale	14	5	1	6	3	7	4	116	156	33	21.15%
Medical Education Service	1			4				25	30	5	16.67%
Moorlands Junior School	12	5	1	13		6	3	199	239	37	15.48%
Moss Park Infant	79	6	3	24	1	2	4	112	231	114	49.35%
Moss Park Junior	94	13	4	17		8		117	253	136	53.75%
Navigation Primary School	60	5	3	44				338	450	112	24.89%
North Cestrian Grammar School	51	6	10	64	1	20		286	438	151	34.47%
Old Trafford Community Academy	160	103	2	45		53	4	56	423	363	85.82%
Oldfield Brow Primary	69	3	12	21		9		246	360	114	31.67%
Our Lady Of Lourdes Catholic Primary		13		15				173	201	28	13.93%
Our Lady Of The Rosary School	3	6	2	14		1		205	231	26	11.26%
Park Road Academy Primary School	63		31	5		4	1	138	242	103	42.56%
Park Road Primary	32		16	27		1	4	309	389	76	19.54%
Partington Central Academy	7	13		18		7		359	404	45	11.14%
Pictor Academy	14	6		9	5	1		88	123	30	24.39%
Sale Grammar School	227	36	29	93		32		873	1290	417	32.33%
Sale High School	78	40	11	33	1	16	2	520	701	178	25.39%
Seymour Park Primary School	369	60		59	2	57		119	666	545	81.83%
Springfield Primary	80	7	21	29	2	47	5	431	622	184	29.58%
St Alphonsus Rc Primary	28	95	3	24		2		64	216	152	70.37%
St Ambrose College	60	31	8	53	9	9	3	831	1004	161	16.04%
St Anne's C Of E	17	2	3	11		1		214	248	34	13.71%

Equality Impact Assessment Appendix A

January 2018 Census Ethnicity	Asian	Black	Chinese	Mixed	NotObt	Other	Refused	White	Grand Total	BA ME	%BAME
St Antony's Catholic College	29	38	1	47		2	8	342	467	117	25.05%
St Hilda's C Of E Primary	116	41		63	3	9		102	334	229	68.56%
St Hugh's Catholic Primary School	44	1	5	23	2	1	1	620	697	74	10.62%
St Joseph's Catholic Primary School	19	6	5	29		2	3	420	484	61	12.60%
St Margaret Ward Primary Rc Primary School	13	21	9	27		2	1	165	238	72	30.25%
St Mary's Ce Primary	11	9	8	21	1	8	1	217	276	57	20.65%
St Marys Ce Primary School	2	5	3	17		1		179	207	28	13.53%
St Monica's Rc Primary School	1	3		17				315	336	21	6.25%
St Teresa's Rc Primary	6	22		28		3	6	167	232	59	25.43%
St Vincent's Catholic Primary School	20	3		71		8	2	530	634	102	16.09%
St. Ann's R.C. Primary School	34	25	3	41		2		334	439	105	23.92%
St. Hugh Of Lincoln Primary	29	19	1	44	2	1	1	249	346	94	27.17%
St. Matthew's Cofe Primary	36	16	2	31				142	227	85	37.44%
St. Michael's Primary School	6	2	1	21				212	242	30	12.40%
Stamford Park Infants	47	1	3	16		2	1	169	239	69	28.87%
Stamford Park Junior	26		9	17		3	4	218	277	55	19.86%
Stretford Grammar School	335	72	13	66		32	4	299	821	518	63.09%
Stretford High School	454	65	1	90	4	25	34	180	853	635	74.44%
Templemoor Infant School	14	3		19		3	5	192	236	39	16.53%
The Orchards	5	4		2	1	3		16	31	14	45.16%
Trafford High School	4	2		7	4		1	45	63	13	20.63%
Tyntesfield Primary	40	17	35	26	5	31	1	308	463	149	32.18%
Urmston Grammar	143	51	21	47		23	20	730	1035	285	27.54%
Urmston Primary School	28	10	8	57		4	9	406	522	107	20.50%
Victoria Park Infant School	59	9	1	43	1	6		104	223	118	52.91%
Victoria Park Junior School	72	13	3	39		6		113	246	133	54.07%
Well Green Primary School	81		6	24		11		123	245	122	49.80%

Equality Impact Assessment Appendix A

January 2018 Census Ethnicity	Asian	Black	Chinese	Mixed	NotObt	Other	Refused	White	Grand Total	BA ME	%BAME
Wellacre Academy	32	18	2	37	4	1	3	564	661	90	13.62%
Wellfield Infant & Nursery school	14	2	3	22		2		201	244	43	17.62%
Wellfield Junior School	15	7	4	19		2		198	245	47	19.18%
Wellington School	59	17	12	70	4	15	2	1208	1387	173	12.47%
Willows Primary School	11	1	3	9		2	2	278	306	26	8.50%
Woodheys Primary School	27	13	1	48	31	18		339	477	107	22.43%
Woodhouse Primary School	6	3	2	5				221	237	16	6.75%
Worthington Primary	41	7	12	15		10		259	344	85	24.71%
Grand Total	586 8	147 7	706	3066	186	846	272	2886 0	4128 1	119 63	28.98%

Equality Impact Assessment Appendix A

October 2018 Census	Current Eligibility			
Free School Meals Eligibility	y	n	Grand Total	%
Acre Hall Primary School	69	219	288	24.0%
All Saints Catholic Primary School	6	217	223	2.7%
Altrincham Boys Grammar School	21	1264	1285	1.6%
Altrincham C.E. Aided Primary	14	335	349	4.0%
Altrincham College	145	803	948	15.3%
Altrincham Grammar School For Girls	14	1338	1352	1.0%
Ashton-On-Mersey School	111	1315	1426	7.8%
Barton Clough Primary School	26	179	205	12.7%
Blessed Thomas Holford Catholic College	109	1294	1403	7.8%
Bollin Primary School	24	396	420	5.7%
Bowdon C.E. Primary School	3	565	568	0.5%
Brentwood School	33	80	113	29.2%
Broadheath Primary School	38	401	439	8.7%
Broadoak School	160	244	404	39.6%
Brooklands Primary School	11	564	575	1.9%
Broomwood Primary	91	327	418	21.8%
Cloverlea Primary School	3	231	234	1.3%
Davyhulme Primary School	24	500	524	4.6%
Delamere School	29	68	97	29.9%
Egerton High School	22	32	54	40.7%
Elmridge Primary School	15	228	243	6.2%
English Martyrs' R.C. School	5	203	208	2.4%
Firs Primary School	98	326	424	23.1%
Flixton Girls' School	87	841	928	9.4%
Flixton Primary School	10	447	457	2.2%
Forest Gate Academy	86	154	240	35.8%
Gorse Hill Primary School	93	301	394	23.6%
Heyes Lane Primary School	14	665	679	2.1%
Highfield Primary	26	278	304	8.6%
Holy Family Rc Primary	14	206	220	6.4%
King's Road Primary School	91	540	631	14.4%
Kingsway Primary School	19	184	203	9.4%
Lime Tree Primary Academy	69	403	472	14.6%
Longford Park School	33	37	70	47.1%
Loreto Grammar School	12	1034	1046	1.1%
Lostock College	92	276	368	25.0%
Manor Academy Sale	62	97	159	39.0%
Medical Education Service	7	11	18	38.9%
Moorlands Junior School	13	238	251	5.2%
Moss Park Infant	26	193	219	11.9%

Equality Impact Assessment Appendix A

October 2018 Census	Current Eligibility			
Free School Meals Eligibility	y	n	Grand Total	%
Moss Park Junior	30	225	255	11.8%
Navigation Primary School	9	441	450	2.0%
North Cestrian School	44	460	504	8.7%
Old Trafford Community Academy	122	280	402	30.3%
Oldfield Brow Primary	27	355	382	7.1%
Our Lady Of Lourdes Catholic Primary	61	145	206	29.6%
Our Lady Of The Rosary School	8	230	238	3.4%
Park Road Academy Primary School	4	227	231	1.7%
Park Road Primary	2	430	432	0.5%
Partington Central Academy	107	295	402	26.6%
Pictor Academy	25	97	122	20.5%
Sale Grammar School	27	1280	1307	2.1%
Sale High School	128	658	786	16.3%
Seymour Park Primary School	74	579	653	11.3%
Springfield Primary	23	622	645	3.6%
St Alphonsus Rc Primary	61	150	211	28.9%
St Ambrose College	17	1001	1018	1.7%
St Anne's C Of E	9	227	236	3.8%
St Antony's Catholic College	107	409	516	20.7%
St Hilda's C Of E Primary	34	278	312	10.9%
St Hugh's Catholic Primary School	13	677	690	1.9%
St Joseph's Catholic Primary School		454	454	0.0%
St Margaret Ward Primary Rc Primary School	33	197	230	14.3%
St Mary's Ce Primary	6	262	268	2.2%
St Marys Ce Primary School	16	189	205	7.8%
St Monica's Rc Primary School	26	300	326	8.0%
St Teresa's Rc Primary	14	199	213	6.6%
St Vincent's Catholic Primary School	6	626	632	0.9%
St. Ann's R.C. Primary School	41	405	446	9.2%
St. Hugh Of Lincoln Primary	23	323	346	6.6%
St. Matthew's Cofe Primary	44	177	221	19.9%
St. Michael's Primary School	5	240	245	2.0%
Stamford Park Infants	5	238	243	2.1%
Stamford Park Junior	9	269	278	3.2%
Stretford Grammar School	59	777	836	7.1%
Stretford High School	207	680	887	23.3%
Templemoor Infant School		216	216	0.0%
The Orchards	6	28	34	17.6%
Trafford High School	15	21	36	41.7%
Tyntesfield Primary	7	450	457	1.5%
Urmston Grammar	37	1047	1084	3.4%

Equality Impact Assessment Appendix A

October 2018 Census	Current Eligibility			
Free School Meals Eligibility	y	n	Grand Total	%
Urmston Primary School	16	502	518	3.1%
Victoria Park Infant School	16	204	220	7.3%
Victoria Park Junior School	39	213	252	15.5%
Well Green Primary School	11	240	251	4.4%
Wellacre Academy	61	564	625	9.8%
Wellfield Infant & Nursery School	7	225	232	3.0%
Wellfield Junior School	19	229	248	7.7%
Wellington School	87	1309	1396	6.2%
Willows Primary School	4	313	317	1.3%
Woodheys Primary School	21	449	470	4.5%
Woodhouse Primary School	12	223	235	5.1%
Worthington Primary	21	324	345	6.1%
Grand Total	3630	37993	41623	8.7%

TRAFFORD COUNCIL

Report to: Executive
Date: 25th February 2019
Report for: Information
Report of: Executive Member for Investment, Regeneration and Strategic Planning

Report Title

Brexit: An Economic Impact Assessment for Trafford

Summary

In November 2018 a Brexit Economic Impact Assessment (EIA) was commissioned to analyse the implications of Brexit on Trafford. The EIA considers the potential impact of Brexit on Trafford under both 'Deal' and 'No Deal' scenarios.

Using the latest economic data and forecasts, the report contains detailed analysis on the likely impact of Brexit on employment growth, existing businesses, the labour market, employment sectors and implications for EU funding as well as the potential impacts on Council services.

The EIA includes recommendations on how the Council could take a proactive approach in responding to the Brexit challenge.

Recommendation(s)

It is recommended that the Executive:

- (i) Notes the report.
- (ii) Notes the measures identified to address the challenge of Brexit.
- (iii) Notes the role of the Corporate Director for Place as the Senior Responsible Officer for monitoring the impact of Brexit in Trafford.

Contact person for access to background papers and further information:

Name: Stephen James / Damien Cutting
Extension: 4330 / 2756

Background Papers: None

Appendix 1: Brexit: An Economic Impact Assessment for Trafford, January 2019

Relationship to Policy Framework/Corporate Priorities	Not applicable
Relationship to GM Policy or Strategy Framework	Not applicable
Financial	The EIA report was funded from existing resources and sets out the numerous economic and financial risks that Trafford may face from Brexit. The Council is expected to receive a share of £20m government funding announced recently for Council's specifically for Brexit for the next two years (c. £210k pa).
Legal Implications:	None as a consequence of this report
Equality/Diversity Implications	Not applicable
Sustainability Implications	Not applicable
Resource Implications e.g. Staffing / ICT / Assets	The Council employ a number of EU workers with a higher percentage in services social as Health And Social Care. Recruiting for some of these positions is likely to become more difficult particularly if a Withdrawal Agreement is not signed before the exit date.
Risk Management Implications	Not applicable
Health & Wellbeing Implications	Not applicable
Health and Safety Implications	Not applicable

1.0 Background

- 1.1 On June 23rd 2016, Britain voted in a referendum to leave the EU and since that date negotiations have taken place between the government and the EU on the exact terms of the UK's departure and its future relationship with Europe. The UK is due to leave the EU on 29th March 2019 and there remains a high degree of uncertainty as to whether this will be in the form of a Deal (ie. under the terms of the Withdrawal Agreement of 25th November 2018) or No Deal; or whether the departure date will change by extending Article 50.
- 1.2 Research into the potential impacts of Brexit at a local authority (LA) level has been scant and whilst the GMCA has carried out analysis at the sub-regional level, there is a gap in analysis at the local level. In light of this, it was agreed at Council in late 2018 to undertake a Brexit impact analysis study for Trafford and Ekosgen were commissioned to carry this work. Their findings, Brexit: An Economic Impact Assessment for Trafford is attached as Appendix 1.

2.0 Methodology

- 2.1 The EIA provides a detailed analysis on the potential economic impact of Brexit on Trafford in terms of the two main possible outcomes i.e. leave on the basis of a Withdrawal Agreement ie. Deal; or leave without a Deal ie. No Deal, with the subsequent implications in terms of tariffs and trade regulations.
- 2.2 Taking into account the potential implications of a Deal and No Deal scenario, the EIA covers the following:
- An overview of the existing Trafford economy and workforce,

- Modelling of the potential economic impact of Brexit on Trafford – including forecast employment growth and sectoral employment change,
- Business impact – including implications for trade and access to markets, exports, imports, supply chains, EU Regulation and business investment,
- Labour market and access to skills – including post Brexit rights for EU Citizens and the UK’s future skilled based immigration policy,
- Potential impacts by employment sector,
- Implications for EU funding, and
- Implications for Trafford Council services and policies – including potential skills shortages and recruitment challenges, EU Settlement Scheme, and Brexit monitoring arrangements.

2.3 The EIA has been a largely desk based piece of research, however interviews were held with members of CLT and the CCG to gain further information on the potential impacts of Brexit on Council services.

3.0 The Economic Impact of Brexit on Trafford

3.1 The EIA identifies a range of analysis on the effects of Brexit on Trafford’s economy and this section covers a number of key areas. In terms of GVA, Table 1 illustrates that Trafford is expected to perform relatively poorly compared to the rest of GM and the UK due to its sectoral specialisms in exporting industries such as food and drink, effects of high tariff and non-tariff barriers, and the knock-on effects on supply chains. Trafford is expected to rank 28th out of the 380 UK Local Authorities and 2nd out of the 10 GM authorities by size of negative impact. GVA is expected to be 2.6% less under a hard Brexit (No Deal) or 1.3% less under a soft Brexit (Deal).

Table 1: Impact of Brexit on GVA in Greater Manchester

Impact of Brexit on GVA in Greater Manchester, (% change)			
	Soft Brexit	Hard Brexit	Rank
Salford	-1.4	-2.7	23 rd
Trafford	-1.3	-2.6	28th
Manchester	-1.2	-2.5	69 th
Stockport	-1.3	-2.4	86 th
Bury	-1.3	-2.4	96 th
Bolton	-1.2	-2.2	151 st
Rochdale	-1.3	-2.2	171 st
Wigan	-1.1	-2.0	234 th
Oldham	-1.2	-2.0	237 th
Tameside	-1.1	-1.9	295 th

Source: CEP/LSE The Local Economic Effects of Brexit, 2017

3.2 In terms of employment, the Greater Manchester Forecasting Model (GMFM) predicts Trafford will see an increase of 12,000 jobs by 2026. However, the EIA identifies that by 2026, under a Deal scenario, the increase is expected to be half that compared to current forecasts i.e. 6,000 additional jobs, rather than 12,000, with a reduction of circa £550m in terms of GVA (see Table 2 below).

Table 2: Impact of Brexit (Deal) on Trafford Employment and GVA

Trafford Employment and GVA Growth Forecasts: Potential Impact of Leaving the EU with a Deal						
	2017	2018	2019	2020	2021	2026
Total employment (000's)	164	165	166	167	169	176
With Deal	164	165	165	165	166	170
GVA £m	7,295	7,420	7,563	7,747	7,948	8,853
With Deal	7,295	7,295	7,367	7,441	7,516	8,298

Source: Greater Manchester Forecasting Model and ekosgen estimates taking account of several economic forecasts of impacts under Deal and No Deal scenarios, including the Bank of England and IMF

- 3.3 Under a No Deal scenario (Table 3), employment growth is expected to fall from 2019 and only recover to 2017 levels by 2026. The same trend applies to unemployment, which will show significant increases up to 2021 before tailing downwards. GVA is predicted to be c£1bn less under No Deal by 2026 compared to the GMFM forecast.

Table 3: Impact of Brexit (No Deal) on Trafford Employment and GVA

Trafford Employment and GVA Growth Forecasts: Potential Impact of Leaving the EU with No Deal						
	2017	2018	2019	2020	2021	2026
Total employment (000's)	164	165	166	167	169	176
No Deal	164	165	160	157	157	164
Unemployment	2,600	2,600	2,500	2,500	2,400	2,200
No Deal	2,600	2,600	3,600	4,600	5,000	2,600
GVA £m	7,295	7,420	7,563	7,747	7,948	8,853
No Deal	7,295	7,430	6,984	6,984	7,123	7,842

Source: Greater Manchester Forecasting Model and ekosgen estimates taking account of several economic forecasts of impacts under Deal and No Deal scenarios, including the Bank of England and IMF

- 3.4 Table 4 provides an estimate for the number of job losses by sector under a No Deal scenario up to 2021. A fall in employment and GVA will see a negative effect on the commercial residential property market, feeding into the construction industry (1,000 job losses); lower levels of consumer expenditure will have a negative effect on the retail and distribution, the visitor and leisure economy sectors (1,400 job losses). Manufacturing and the financial sectors will be adversely affected by new trade/tariff arrangements and business investment and re-investment decisions. Human health and social work activities are estimated to lose a lower number of jobs, however depending on the types of skills and expertise lost, coupled with the existing shortages in the sector, the overall indirect impacts would be exponential.

Table 4: Total number of job losses by sector (No Deal)

Trafford: Possible Employment Losses Under No Deal 2018-2021	
Industry (Ranked Order)	Number
Wholesale and retail trade	-600
Professional, scientific and technical activities	-500
Administrative and support service activities	-700
Manufacturing	-800
Construction	-1,000
Accommodation and food service activities	-800
Arts, entertainment and recreation	-600
Information and communication	-500
Financial and insurance activities	-800
Real estate	-900
Transportation and storage	-300
Human health and social work activities	-100
Other	-400

Source: *ekosgen estimates using the Greater Manchester Forecasting Model and forecasts of sectoral impacts from various sources including IMF and Bank of England*
**education not included as no short-term estimated impact upon education*

3.5 The EIA provides further analysis of the effects of Brexit on a range of key sectors for Trafford's economy (see pages 17 to 21). It is identified that Food and Drink, Health and Social Care, Distribution and Logistics, Engineering, Finance and the Hotel and Visitor sectors will face negative and significant impacts. There is a correlation between this and the sectoral concentration of EU workers in Trafford and overall it is estimated that EU workers account for c12, 000 jobs in Trafford (8% of total jobs).

4.0 Implications for Trafford Council Services and Policies

4.1 The EIA identifies several likely impacts on the Council and its ability to deliver local services in the wake of Brexit, particularly in terms of a No Deal. These impacts include:

- A likely slowdown in growth of Business Rates income due to fewer new businesses, and a reduction in Business Rates if the No Deal scenario takes place.
- A reduction in inward investment as a source of new and additional Business Rates, including established foreign owned business losing out in future re-investment plans.
- Increasing unemployment under a No Deal scenario; more muted employment growth in the early years post Brexit if a deal is agreed. There is a potential knock on effect of reduced employment and training opportunities for young people, which would be significant under a No Deal scenario.
- Staff shortages in a number of community related services such as health and social care, as well as higher skilled and experienced staff.
- A potential reduction in school places over the next five years as the numbers of migrant families reduces (the children of working migrants make up an important component of some school places).

4.2 The report also identifies a number of issues for the Council to consider working in partnership with the GMCA, which include:

- EU Settlement Scheme – the Council and GMCA to consider how to support and promote the scheme, particularly in terms hosting an Identity Verification or Assisted Digital Service.
- Business Support – determining any new or expanded role for the Growth Company and securing additional resources from BEIS to help companies respond to Brexit.
- Inward Investment – refreshing/reviewing the role of MIDAS to deal with implications and opportunities of Brexit.
- Funding – determining the role of the Shared Prosperity Fund to help companies deal with Brexit.

4.3 In relation to the Council and the need for coordination of the implications of Brexit, the EIA makes the following recommendations:

- Appoint a SRO to monitor Brexit, disseminate information and liaise with GMCA, government.
- Establish a Brexit group of Senior Officer to meet six weekly over the next twelve months.
- SRO to report to Council's Senior Management Team and Brexit should be a standing item on the agenda.

4.4 These recommendations will be addressed by the Corporate Director for Place acting as Brexit SRO, working with CLT as the group of senior officers coordinating and monitoring the implications of Brexit. Brexit will be a permanent agenda item at meetings of CLT.

5.0 **The Council's Response to the Brexit Challenge**

5.1 The impact of Brexit and how to effectively manage the implications, both under a Deal and No Deal scenario, is proving difficult for the government to plan for and provide clarity on, which makes it even more difficult for LA's. The EIA has identified that Trafford will face adverse economic impacts from Brexit and Council service delivery could also be adversely affected. As identified above, the EIA has raised a number of issues for the Council to consider, working in partnership with the GMCA. This includes the issue of the Council's role in supporting the EU Settlement Scheme to ensure staff and residents who are EU nationals are kept updated and fully informed of requirements under the Scheme, and that the Council is fully aware of its obligations to EU nationals under its care. These issues can be addressed through the coordination role of the Brexit SRO and CLT, working closely with the CCG, along with ongoing monitoring and planning of any direct impacts on staff and skills shortages, particularly those working in health and social care.

5.2 Given the likely reduction in EU workers in a number of important business sectors based in Trafford, ensuring identified local skills shortages can be met in the future is a major priority identified in the study. It recommends that Trafford, in partnership with the GMCA should adapt an appropriate skills strategy to take into account a likely loss of EU labour, ensuring that local training / Further Education providers are taking the correct approach and have the resources to tackle skills shortages and recruitment challenges. The Council will ensure that this is addressed by the GMCA and will work closely with it over the detail of the emerging Shared Prosperity Fund so that it effectively replaces current levels of EU funding invested in business support, training and skills development.

- 5.3 The Council will need to work closely with the GMCA/LEP in terms of the wider economic and skills impacts of Brexit to ensure a co-ordinated and targeted approach, pool resources and to develop mitigation measures. The sharing of information, advice and guidance will be vital as well as the ten LA's acting as one to effectively plan for the implications of Brexit and to lobby government. Health, education and skills/training providers will be key partners along with business leaders. At the local level, the Trafford Partnership and its delivery Boards will play a key role in bringing all key stakeholders together to plan and monitor Brexit.
- 5.4 Supporting local businesses and attracting new business and inward investment will be vital in a post-Brexit world. Close working relationships have been developed with MIDAS and the Growth Company and these will be fully utilised, along with a focused business relationship programme in the borough, to liaise with local businesses, promote Trafford as a business investment location, and support local businesses through Brexit. Proposals for a wider Trafford business loan support package, building on the success of the town centres loan scheme, are being developed to further the competitiveness of the borough and enhance the support available from the Council.
- 5.5 At a strategic level, the Greater Manchester Spatial Framework (GMSF) sets a long term approach to jobs and housing growth which will respond positively to the economic challenge of Brexit. The Framework provides for new jobs and new homes in the borough, continuing to make Trafford an attractive proposition for investment, particularly in terms of the two key strategic sites at Carrington and Timperley Wedge. The emerging Greater Manchester Local Industrial Strategy will also play an important role in the growth of the economy and mitigating against Brexit by increasing the competitiveness of key economic sectors, addressing skills gaps, ensuring infrastructure etc. The Council will work closely with the GMCA to ensure the Strategy takes full account of Brexit and that it benefits the local area 'on the ground.'
- 5.6 The Council is pro-growth and pro-investment and continuing this approach in the face of Brexit will be challenging, but it will instill confidence in the borough and have a positive impact on the private sector. The Investment Fund will play a key role in this, particularly when Council resources are used to lever private sector investment in the borough. The partnership created around investing in UA92 exemplifies this approach. The Council is also continuing to invest in its town centres to maintain their viability and attract business investment, such as in Altrincham and Stretford; and in setting longer term regeneration and investment opportunities through comprehensive masterplanning of areas such as the Civic Quarter in Old Trafford. In terms of employment sites, Trafford Park is a vital economic asset for the borough and the new £350m Trafford Park Line, financially supported by the Council, will help ensure the Park continues to attract private sector investment and is even more accessible to businesses and the workforce.
- 5.7 On the 28th February the government announced funding of £56.5m for local authorities to help support preparations for Brexit, with £20m for 2018/2019 and 2019/2020 respectively. It has not been confirmed when the monies will be released but the Council is expected to receive £210k for both financial years. The Council will be able to decide how to allocate this funding but the government has identified that it is expected that money will be spent on resources, like recruiting extra staff, to ensure councils have the capacity to provide timely and accurate information to residents who have questions on how Brexit will affect them. This funding should help address a number of the issues identified in 4.1 above and overall, the EIA will prove a useful document in setting the priorities for this funding.

5.8 The Brexit landscape is changing on a daily basis and the lack of clarity at the national level makes it incredibly difficult to plan for. However, the measures detailed above will help, as much as they can, to mitigate against the impacts of Brexit while the uncertainty continues on which Brexit option the UK will adopt.

6.0 Reasons for Recommendation

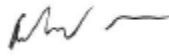
6.1 That the Executive has a clear indication of the potential impacts of Brexit on Trafford.

Key Decision No

Finance Officer Clearance (type in initials)...PC.....

Legal Officer Clearance (type in initials)...TR.....

[CORPORATE] DIRECTOR'S SIGNATURE (electronic)



To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

APPENDIX 1

Brexit: An Economic Impact Assessment for Trafford

January 2019

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Introduction and Context

Purpose of this Paper

This paper has been prepared to assess the potential economic implications of Brexit for the borough of Trafford. Given the on-going uncertainty about the nature of Britain's relationship with the EU upon leaving and whether a deal will be agreed before 29th March 2019, the date on which the UK will leave the EU, this paper looks at two possible outcomes: leave on the basis of a Withdrawal Agreement, or leave without a deal.

Background and Ongoing UK Government Negotiations

On June 23rd 2016, Britain voted in a referendum to leave the EU. Since this date there have been discussions and negotiations within government and between the UK and EU about what the future relationship will look like, which remain ongoing. Future Key Brexit dates are outlined below:

Future Key Brexit Dates

21st January 2019

If no deal is agreed by this date – then the Prime Minister must announce a no deal giving MPs 14 days to vote on: leaving with no deal; seeking an extension of Article 50; or holding another referendum.

29th March 2019

Britain's formal exit date from the European Union, two years after the triggering of Article 50. If a Withdrawal Agreement has not been agreed by this time, all current EU legislation and agreements would cease to apply from this date.

31st December 2020

Planned end of the transition period. Assuming a Withdrawal Agreement is in place, until this date, the UK will essentially function as if it remains a member of the EU (including continuing current funding and regulatory arrangements), although will no longer be part of the EU's decision-making process.

Following the defeat in the House of Commons of the current Withdrawal Agreement on the 15th January, the government has agreed to consult senior parliamentarians in order to negotiate how the current proposals can be adapted to secure a majority in the House of Commons. However, opposition parties and others have stated their preference for various options such as a customs union, a Norway or Canada style trade deal or a second referendum. There are also suggestions that the Article 50 deadline may be extended. At the time of writing this report, it is unclear how these negotiations will conclude.

Withdrawal Agreement

A Draft Withdrawal Deal was published on 14th November, setting out the terms on which the UK will leave the EU. On 25th November 2018 the Withdrawal Agreement was agreed by the UK and EU. The Agreement includes proposals for the transition or implementation period during which EU laws will continue to apply, which is intended to run until 31st December 2020. In effect, the UK will continue to follow EU rules and regulations until the end of 2020, and from a business perspective, the UK will not effectively leave the EU until 2021.

During this transition period, there will be further negotiations to establish the long-term future relationship between the UK and EU. This means that the uncertainty over the permanent, long term

trade arrangements remains for businesses. If future trade arrangements cannot be agreed within this time, then the UK and EU can jointly decide to extend the transition period into 2021.

If there is no deal on the long-term relationship that makes a hard border on the island of Ireland unnecessary, the "backstop" comes into force. The "backstop" is one of the most contentious elements of the Agreement as it would keep the whole UK in what the Agreement calls "a single customs territory", effectively a customs union with no tariffs on trade between the UK and the EU, where the UK would be unable to set tariffs on trade from third countries that is lower than the EU's.

There would be extra non-customs checks on some types of goods passing between Northern Ireland and the rest of the UK. Britain would have to abide by EU rules on, for example, state aid, competition, the environment, tax and labour condition. These measures are intended to ensure that UK businesses are not able to undercut EU industry.

Another feature which makes the "backstop" controversial is that Britain cannot unilaterally decide to leave the "backstop" - it must be jointly agreed by the UK and EU.

Future Relationship

In July 2018, a proposal for a deal for Brexit was agreed by the Cabinet at the Prime Minister's country residence, Chequers. The Chequers Deal laid out the UK's ambitions for its future relationship with the EU. It proposed:

- The UK maintain a common rulebook for all goods and regulatory flexibility for services, with tax or tariff-free trade with the EU, while leaving the UK free to pursue trade deals outside the EU.
- A new customs deal would be devised in which the UK would apply domestic tariffs and trade policies for goods intended for the UK, and their EU equivalents for goods which will end up heading into the EU. As EU tariffs would be collected, a hard border in Ireland could be avoided.
- The end of the free movement of people from the EU, but include a "mobility framework" allowing easy movement for work or study.

The Chequers Deal was dismissed by EU leaders at a summit in Salzburg on 20th September 2018, with the President of the European Council stating that it "will not work" and "risks undermining the single market".

On 25th November 2018 a Political Declaration was agreed by the UK and EU along-side the Withdrawal Deal. The document sets out the scope and terms of the future relationship and echoes some of the messages set out in the Chequers Deal, namely the ambition to minimise trade barriers and ending the free movement of people. It proposes trade in goods without tariffs or quantitative restrictions and on services the aim is an agreement to liberalise trade between the UK and EU, on the basis of regulations in the country where the service is provided.

While high level principles have been agreed, there is some distance between the UK's proposal for long term trade arrangements and the EU's position.

No Deal

If the UK and EU fail to sign a Withdrawal Agreement under the terms of the Article 50 process, the UK would leave the EU on 29th March 2019, with all EU legislation and agreements ceasing to apply to the UK. In this scenario, trade between the UK and EU would revert to World Trade Organisation (WTO) rules. This would mean that, in the absence of a Free Trade Agreement, the UK and EU would have to impose the same tariffs on trade with each other that they impose on other WTO members.

The implications of this for companies who import from or export to the EU would be significant, and Government is urging businesses to prepare for No Deal, while stating that such an outcomes is both undesirable and unlikely.

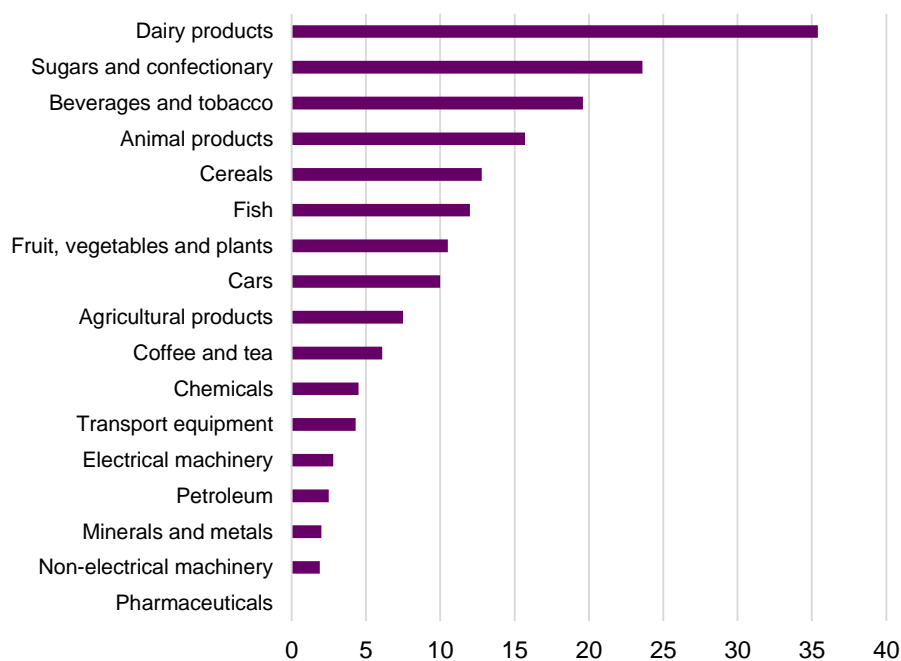
WTO Rules

Every WTO member has a list of tariffs (taxes on imports of goods) and quotas (limits on the number of goods) that they apply to other countries. These are known as their WTO schedules. Under the 'most favoured nation' rule, each member country must grant the same market access to all WTO members. This means that exports to the EU would be subject to the same customs checks, tariffs and regulatory barriers that the UK and EU currently charge on trade with countries such as the US.

The average tariff on imports into the EU is low - around 1.5%. However at a sectoral level, tariffs vary dramatically, for instance animal and dairy products have averages of 16% and 35% respectively. In addition, for cars and car parts the tariff rate is 10%. Since most UK car production is exported, and uses imported parts, the impacts would be magnified.

Average EU tariff by product type

Source: WTO World Tariff Profile



Trafford has a number of companies involved in sectors, such as food and drink, which would be affected by WTO tariffs. The No Deal scenario would result in immediate changes, with implications for supply chains and custom arrangements, and evidence suggests that very few businesses have made arrangements to deal with the immediacy of this scenario.

Trafford Economy and Workforce

Workplace Employment

Approximately 152,000 people worked in Trafford in 2017, accounting for 11.4% of Greater Manchester's employment.¹ The table below reveals employment in Trafford is concentrated in wholesale and retail trade; professional, scientific, and technical services; and administrative and support service activities which together account for 46.4% of employment in Trafford, compared to 35.4% in Greater Manchester.

The Location Quotient indicates the relative concentration of employment in one location compared to the national average (minus London) – a location quotient of more than one indicates a higher concentration of employment, one means an equal concentration and less than one a lower concentration. Sectors with high LQ scores in Trafford include arts, entertainment and recreation (1.89), professional, scientific, and technical activities (1.85), real estate activities (1.72), administrative and support service activities (1.55) and financial and insurance activities (1.53).

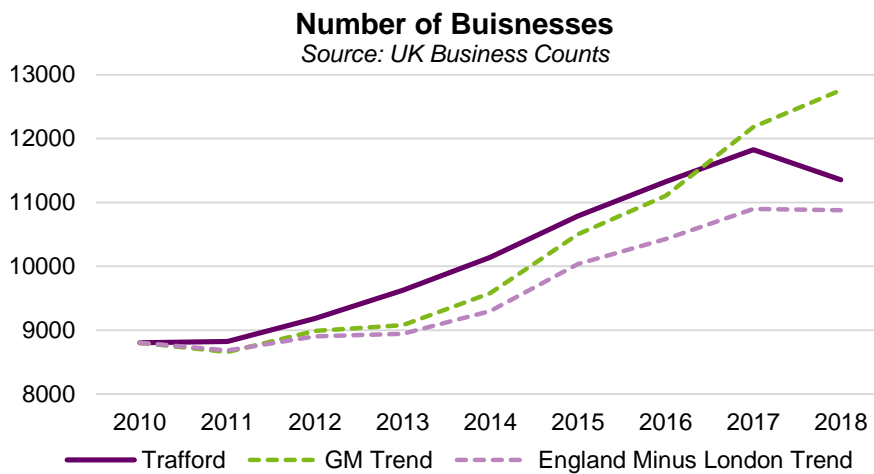
Employment by Sector, 2017			
Industry (Ranked Order)	Number of Jobs	Percent	LQ
Wholesale and retail trade	28,500	18.8	1.17
Professional, scientific and technical activities	21,500	14.1	1.85
Administrative and support service activities	20,500	13.5	1.55
Manufacturing	10,500	6.9	0.74
Human health and social work activities	10,500	6.9	0.53
Construction	8,500	5.6	1.10
Education	7,500	4.9	0.55
Accommodation and food service activities	7,000	4.6	0.62
Arts, entertainment and recreation	7,000	4.6	1.89
Transportation and storage	6,000	3.9	0.82
Information and communication	6,000	3.9	1.12
Financial and insurance activities	6,000	3.9	1.53
Real estate	4,500	3.0	1.72
Public administration and defence	3,500	2.3	0.62
Other service activities	2,250	1.5	0.73
Water supply; sewerage, waste management	1,125	0.7	1.00
Electricity, gas, air conditioning supply	1,000	0.7	1.42
Agriculture, forestry and fishing	200	0.1	0.08
Total	152,000	100	

Source: Business Register and Employment Survey

Business Base

According to ONS UK Business Counts data for 2018, there are 11,355 businesses based in the Trafford area accounting for 10.8% of the Greater Manchester business base. Since 2010 there are an additional 2,550 businesses operating in Trafford, representing a growth rate of 29% (compared to 45% experienced across Greater Manchester and 24% nationally).

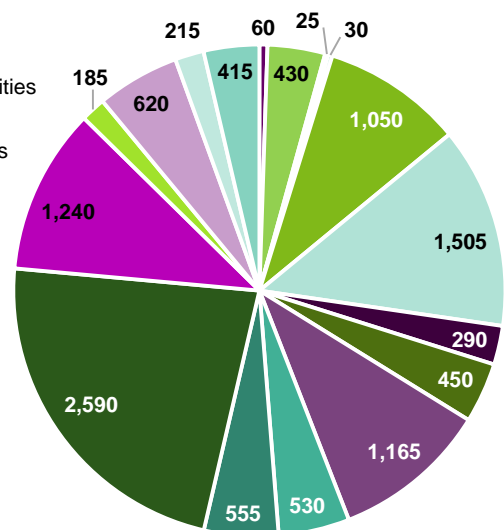
¹ BRES, 2017



Looking at the business base in Trafford by sector reveals businesses are concentrated in service industries in addition to manufacturing and construction. Notably there are 2,590 professional, scientific and technical businesses, accounting for more than 1 in 5 businesses in the Trafford area (23%), compared to 16% across Greater Manchester and 17% nationally (excluding London).

Business Counts by Sector: Trafford MBC (2017)*

- A : Agriculture, forestry and fishing
- C : Manufacturing
- D : Electricity, gas, steam and air conditioning supply
- E : Water supply; sewerage, waste management and remediation activities
- F : Construction
- G : Wholesale and retail trade; repair of motor vehicles and motorcycles
- H : Transportation and storage
- I : Accommodation and food service activities
- J : Information and communication
- K : Financial and insurance activities
- L : Real estate activities
- M : Professional, scientific and technical activities
- N : Administrative and support service activities
- P : Education
- Q : Human health and social work activities
- R : Arts, entertainment and recreation
- S : Other service activities



Source: UK Business Counts

* Trafford has no business in sectors B, O, T and U.

Trafford has a very strong, diverse economy, accounting for 8.4% of Greater Manchester's population, 11.4% of employment and 10.8% of businesses, with strong future growth prospects under current economic forecasts.

In Trafford, significant numbers of business and jobs are in sectors expected to be affected by either a reduced labour pool and/or new trade arrangements, including health and social care, the visitor economy, construction, transport and distribution and food and drink. The potential impact of leaving the EU under a Deal or No Deal on Trafford business sectors is covered later in this report.

The Economic Impact of Brexit on Trafford

Economy

Short Run Impacts

In the event of a No Deal Brexit a further fall in the value of the sterling is likely, leading to higher import prices, inflation and a fall in real wages. In addition there would be significant disruption to supply chains.

A significant risk to the UK comes from a fall in consumer spending, business confidence and investment. In the event of No Deal firms will face rising input prices as a result of a fall in the value of the pound and the introduction of tariffs on EU imports. In addition, inflation and poor prospects for wage growth will hamper consumer spending.

A No Deal outcome may increase the likelihood of businesses relocating to the EU. This has already been seen by Japanese electronics' manufacturer Panasonic who announced that it's moving its European HQ from the UK to The Netherlands, and insurance and reinsurance market Lloyds of London announced in May that it will establish an insurance company in Brussels.

Long Run Impacts

A study from the IMF estimates that five years after a No Deal Brexit, GDP will be 4% less compared with not leaving the EU. In addition, a report from the Department for Exiting the European Union (DExEU) in early 2018, considered the 15 year cumulative impact on GDP under three trade models: European Economic Area (EEA), Free Trade Agreement (FTA) and WTO-only. EEA option would mean staying in the single market like Norway, FTA is similar to the EUs relationship with Canada and most comparable to the Chequers Deal, and the WTO-only would look like a No Deal outcome. The report estimates that cumulative GDP would be lower under all options by an average of 1.6 percentage points under EEA, 4.8 percentage points under a FTA and 7.7 points under WTO rules.

Analysis by the Centre for Economic Performance (CEP) in 2016,² predicted annual costs of £850 per household with a 'soft-Brexit' and £1,700 per household with a 'hard Brexit'.

The CEP estimates that a "No Deal WTO rules only" scenario would reduce the UK's trade with the EU by 40% over ten years. This reduced trade would mean a fall in income per head of 2.6% per year (net of the savings from no membership fees). There would also be longer term negative effects from lower investment and slower productivity growth, which are estimated to be 3.5% of GDP.

The CEP analysis in 2017³ modelled the impact of a hard and soft Brexit for Local Authorities, looking at the percentage change in GVA. By a 'soft Brexit' the analysis referred to a scenario where the UK joins a free trade area with the EU, and a 'hard Brexit' referred to a situation where the UK trades with the EU under WTO rules, these categories are broadly the same as the outcomes explored in this report. The average effects were estimated to be negative under both scenarios and more negative under hard Brexit.

This analysis highlighted disparities in the estimated impact across the country, with the variation higher under a 'hard Brexit'. The variation in sectoral specialisms between Local Authorities in part helps to explain the difference in impact on Local Authorities, with some Local Authorities that are particularly specialised in sectors estimated to be badly hit by a hard Brexit. The sector which they predict will be most negatively impacted under a soft or hard Brexit is Chemicals (-8.9% or -15.9% change in GVA). Trafford is expected to perform relatively poorly compared to the rest of Greater Manchester and the UK, potentially due to its sectoral specialisms in exporting industries such as food

² The Consequences of Brexit for UK Trade and Living Standards, Centre for Economic Performance, 2016

³ The Local Economic Effects of Brexit, CEP/LSE, 2017

and drink, ranking 28th out of the 380 UK Local Authorities by size of negative impact, with GVA expected to be 2.6% less under a hard Brexit (No Deal type scenario) or 1.3% less under a soft Brexit.

Impact of Brexit on GVA in Greater Manchester, (% change)			
	Soft Brexit	Hard Brexit	Rank
Salford	-1.4	-2.7	23 rd
Trafford	-1.3	-2.6	28th
Manchester	-1.2	-2.5	69 th
Stockport	-1.3	-2.4	86 th
Bury	-1.3	-2.4	96 th
Bolton	-1.2	-2.2	151 st
Rochdale	-1.3	-2.2	171 st
Wigan	-1.1	-2.0	234 th
Oldham	-1.2	-2.0	237 th
Tameside	-1.1	-1.9	295 th

Source: CEP/LSE *The Local Economic Effects of Brexit, 2017*

The CEP have estimated the long run economic consequences of the proposed Withdrawal Deal, assuming the UK stays in a permanent customs unions in line with the “backstop” (a potential outcome of the proposed agreement), compared to a No Deal outcome.⁴ They estimate that the Withdrawal Deal would lead to a reduction of GDP per capita by between 1.9% and 5.5% over a ten year period, and a No Deal outcome would lead to a reduction of between 3.5% and 8.7%.

The Bank of England has warned about a No Deal scenario suggesting that the UK economy could shrink by 8% in 2019 against its current forecast if there was no transition period, while unemployment could rise to 7.5%.

Recent Government analysis modelled the long term economic impacts, 15 years after the new UK-EU relationship has been established, compared to staying in the EU. The analysis concludes that under a White Paper scenario (Chequers) GDP per person would fall by 0.6%, however considering likely falls in migration and existence of non-tariff barriers this figure rises to 2.7%. In the event of a No Deal, the analysis forecasts GDP per person could be between 6.3% and 9% less than the status quo position of staying in the EU.

Forecast Employment Growth

The Greater Manchester Forecasting Model (GMFM) predicts there will be an additional 20,300 jobs in Trafford by 2036, a growth rate of 12.4% over the 20 year period. In comparison, Greater Manchester is expected to see employment growth of 8.9%. Sectors in Trafford which are expected to grow by the most in absolute terms include professional, scientific & technical activities; administrative & support services activities; wholesale and retail trade; and construction.

The latest forecast suggests that Trafford will see an increase of 12,000 jobs by 2026, more than half of the 20 year forecast.

Trafford Employment and GVA Growth Forecasts						
	2017	2018	2019	2020	2021	2026
Total employment (jobs in 000's)	164	165	166	167	169	176
GVA £m	7,295	7,420	7,563	7,747	7,948	8,853

Source: *Greater Manchester Forecasting Model*

⁴ The economic consequences of the Brexit deal, CEP, 2018

The consequences of leaving the EU have recently been modelled by a number of agencies, including the Bank of England. Under various deal scenarios, there will be a reduction in economic growth over a five year period, although new trade deals could off-set this decline. The scale of decline would lead to muted economic growth, not to a downturn or recession.

The No Deal scenario would have a much bigger negative effect on the UK economy, on a scale which would impact on the Trafford employment base and economy.

With the forecast of more muted economic growth, leaving the EU with a Deal is likely to lead to more limited employment growth and a lower level of GVA for Trafford, although this could be off-set post 2025 by new trade deals, however, the average trade deal takes four years to negotiate and two years to implement.

By 2026, under the a Deal scenario, more people will be employed in the Trafford economy, but the increase will be at half the value compared to current forecasts i.e. 6,000 additional jobs, rather than 12,000, with a reduction of circa £550m in terms of GVA.

Trafford Employment and GVA Growth Forecasts: Potential Impact of Leaving the EU with a Deal						
	2017	2018	2019	2020	2021	2026
Total employment (000's)	164	165	166	167	169	176
With Deal	164	165	165	165	166	170
GVA £m	7,295	7,420	7,563	7,747	7,948	8,853
With Deal	7,295	7,295	7,367	7,441	7,516	8,298

Source: Greater Manchester Forecasting Model and ekosgen estimates taking account of several economic forecasts of impacts under Deal and No Deal scenarios, including the Bank of England and IMF

Leaving the EU with No Deal, applying an assumption of a severe economic impact, would have a much more profound effect on the Trafford economy, with a sharp fall in GVA, reduced employment and markedly increased unemployment.

By 2026, under No Deal, after a significant fall in employment, the number of jobs will only recover to 2017 levels by 2026. The fall in employment will result in a significant rise in the unemployment rate up to 2021, returning to 2017 levels by 2026. While the GVA of the Trafford economy in 2026 will be greater than in 2017, it will be much less when compared to the current economic forecasts.

Trafford Employment and GVA Growth Forecasts: Potential Impact of Leaving the EU with No Deal						
	2017	2018	2019	2020	2021	2026
Total employment (000's)	164	165	166	167	169	176
No Deal	164	165	160	157	157	164
Unemployment	2,600	2,600	2,500	2,500	2,400	2,200
No Deal	2,600	2,600	3,600	4,600	5,000	2,600
GVA £m	7,295	7,420	7,563	7,747	7,948	8,853
No Deal	7,295	7,430	6,984	6,984	7,123	7,842

Source: Greater Manchester Forecasting Model and ekosgen estimates taking account of several economic forecasts of impacts under Deal and No Deal scenarios, including the Bank of England and IMF

While there is a consensus that a No Deal scenario would have a severe and immediate impact on the UK economy, there is less of a consensus on the extent to which the ability to negotiate new trade agreements from 2019 onwards would off-set the initial impact.

Forecast Sectoral Employment Losses

The No Deal forecasts indicate a significant slowdown in economic growth in the UK for a number of years, falling employment and rising unemployment. This will impact on the commercial and residential property market, feeding in to the construction industry, a lower level of consumer expenditure, impacting on the retail and distribution and visitor and leisure economy, as well as the impact on the financial and manufacturing sectors through the new trade/tariff arrangements and the

impact of company investment and re-investment decisions. The total jobs losses by key sectors are set out covering the 2018-2021 period, although employment numbers are likely to recover in later years.

Trafford: Possible Employment Losses Under No Deal 2018-2021

Industry (Ranked Order)	Number
Wholesale and retail trade	-600
Professional, scientific and technical activities	-500
Administrative and support service activities	-700
Manufacturing	-800
Construction	-1,000
Accommodation and food service activities	-800
Arts, entertainment and recreation	-600
Information and communication	-500
Financial and insurance activities	-800
Real estate	-900
Transportation and storage	-300
Human health and social work activities	-100
Other	-400

Source: ekosgen estimates using the Greater Manchester Forecasting Model and forecasts of sectoral impacts from various sources including IMF and Bank of England

**education not included as no short-term estimated impact upon education*

The speed at which employment losses would be recovered will depend on long term trading arrangements with the EU and new trade arrangements agreed with other countries around the world.

Business Impact under Deal and No Deal Scenario

Potential Implications for Trade and Access to Markets

Both the Withdrawal Agreement and the Political Declaration propose to maintain a common rulebook for goods and have regulatory flexibility for services, avoiding the likely negative effect of a loss of common trade terms for goods with the rest of the EU.

In the short term No Deal will significantly restrict the UK's access to markets. The UK will no longer be part of the EU trade agreements currently or partly in place with 83 countries, plus pending agreements with eight countries and ongoing negotiations with a further 21. These include agreements with large economies like Japan, Canada, China and India.⁵ In the long term, however, a No Deal scenario would allow the UK freedom to negotiate its own independent trade deals.

Exports

The number of EU exporters in the UK stands at more than 119,800, accounting for 78% of all exporter businesses. Of this figure, the North West accounts for 10.6% of these exporters with approximately 12,900 businesses. There is no data available for Local Authority areas, but the regional data would suggest over 500 businesses in Trafford export to the EU. Based on the latest employment figures, an estimated 12,250 to 13,570 of these jobs associated with exports to the EU are in the Trafford area.

Increased tariff and non-tariff costs under No Deal would have an impact on exporters in the North West, who account for 10.6% of the total EU exporters for the UK. Trafford might be particularly affected due to the high EU standard tariffs on food and beverage manufacturing which has a location quotient greater than 1. Additionally, there are concerns that suggest the services sector will be experience a negative impact from the outcome of Brexit.⁶

Imports and Supply Chain

The value of imports from the EU to the UK is currently valued at £256 billion and approximately 55% of total imports. The North West accounts for 8% of these EU imports, totalling £20.6 billion, with estimates for Greater Manchester and Trafford totalling at £8 billion and £0.72 billion respectively. The number of EU importers in the UK for 2017 is approximately 163,500, and accounts for 70% of all importer businesses. Of this figure, the North West accounts for approximately 10% with 16,200 EU importer businesses in the region and, therefore, an estimated 700 EU importers in Trafford.

In the short term a No Deal Brexit will lead to increased or uncertain processing times for goods at the border which may severely disrupt supply chains, particularly for those manufactures who rely on 'just-in-time' delivery of parts or inputs. In addition, the impact of a fall in the value of the sterling and tariffs on importers (and hence consumers) are likely to be significant potentially leading to inflation, particularly in agriculture products where WTO tariffs and quotas remain high.

EU Regulation

The EU imposes legislation and specific regulations which businesses operating in EU member states and trading in the EU market must follow, including regulations affecting product specifications, competition, employment terms, health and safety and consumer protection. There are significant costs for businesses associated with these regulations, with the regulatory administration and the

⁵ The Cost of No Deal Revisited, The UK in a Changing Europe, 2018

⁶ PwC, 'Brexit Monitor: The Impact of Brexit on (Global) Trade'. 2016

practical aspects of putting regulations in place, with costs particularly burdensome for small businesses⁷.

Open Europe estimates that EU regulations cost the UK economy £33.3bn a year, based on the 100 costliest regulations. The working time directive is estimated to cost £4.2bn per year, given Trafford's share of UK businesses the estimated annual cost to Trafford businesses is £17.9m. However, whilst the savings to businesses through repealing those relating to working time could be significant, the costs would be borne by workers (e.g. through longer working hours, reduced entitlement to paid holidays etc), and there is no guarantee that the government would wish to impose this.

Potential Implications for Business Investment

Foreign Direct Investment (FDI) in 2016 from the EU stood at £675 million, 56% of the total FDI into the UK for that year⁸. According to latest Annual Business Survey figures, there were 10,045 foreign owned businesses in the North West, totalling £88.5 million in turnover for 2016. Additionally, there were 4,617 EU 28-owned businesses in the North West, accounting for 11% of regional turnover.

Looking at Greater Manchester, there were 809 foreign owned businesses in the Local Enterprise Partnership (LEP) area, ranked 5th for LEP areas outside of London and the most out of the northern LEP areas⁹. Based on the proportion of businesses in Trafford in the Greater Manchester area as a whole, suggests there are c.87 foreign owned businesses in Trafford.

The latest *Department of International Trade* (DIT) figures, outlines a total 687 FDI projects initiated in the North West between 2012 and 2017. This included 232 EU FDI projects, creating 10,814 jobs¹⁰.

There are a number of multinationals operating in Trafford. Attracting investment in part reflects the strength of Trafford and UK economies in their own right but also the access that they provide to the Single Market, although quantifying the relative importance of each factor is extremely difficult.¹¹

EY's Attractiveness Survey UK (June 2018) reveals that there are concerns about the UK's long-term attractiveness with 30% of investors surveyed across Europe having said they were likely to move assets out of the UK in the future as a result of Brexit. The survey asked what the key concerns are with the UK after it leaves the EU. The largest concern (39% of respondents) was about the loss of access to EU markets, other concerns included the level of UK growth (30%), tariffs on imports (28%), tariffs on exports (24%), restrictions on labour mobility (22%), customs compliance costs (18%), diverging regulation (17%), border delays (13%) and level of UK political risk (12%).

Research looking at the short term and long term impact of policy changes and external shocks on foreign direct investment (FDI) into the UK from 1963 to 2014 found that the UK joining the European Economic Community and Single Market improved certainty and increased the long-term levels of inward investment to the UK, and were the only two events during this period which positively affected the long term trend.¹²

Trafford will be impacted particularly in a No Deal scenario by a loss of FDI, mainly from the EU, which is likely to affect future growth prospects. As many foreign owned companies compete for new investment within their company, some businesses already based in Trafford may lose out in future years to other locations within the EU.

⁷ Federation of Small Businesses. FSB Manifesto European Elections 2014. Feb 2014.

⁸ ONS, Inward Foreign Direct Investment (FDI) Involving UK Companies, Immediate and Ultimate Basis, 2014-2016

⁹ Grant Thornton, Turning Up the Volume: The Business Location Index, 2015

¹⁰ DIT, FDI Projects by UK Region (2012 to 2013 Tax Year to 2016 to 2017 Tax Year)

¹¹ House of Commons Library, *op. cit.*

¹² <https://www.wbs.ac.uk/news/brexit-will-harm-foreign-investment-into-the-uk/>

Labour Market and Access to Skills under Deal and No Deal Scenario

EU Migration

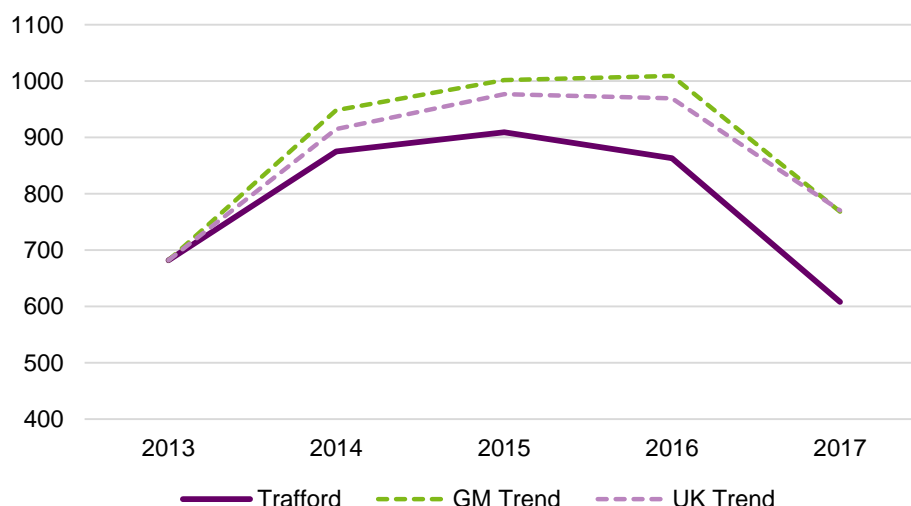
In 2017, approximately 10,000 (4.2%) of Trafford's population were born elsewhere in the EU, similar to the proportion across Greater Manchester (4.5%) but below the country-wide proportion (6.9%).¹³ In 2017, 608 national insurance numbers were issued to EU applicants in Trafford, accounting for 57% of total registrations made by foreign nationals.¹⁴

Pre-referendum, the number of EU nationals entering the UK and registering for National Insurance numbers had been increasing for a number of years. After the referendum in 2016, the trend reversed: between 2016 and 2017 the number of National Insurance registrations to EU nationals entering the UK fell by 21%.

This trend was also seen in Trafford to a larger extent where the number fell by 30%, as well as across Greater Manchester by 24%. This drop in EU nationals has immediate and long-term implications for certain sectors of the economy.

EU National Insurance Registrations 2013-2017

Source: DWP, 2018



Sectoral impacts, as a result of restricting the freedom of movement following Brexit, are likely to depend on the share of EU-born migrants in each sector as well as local skills shortages in UK-born citizens and the level of unemployment. The Migration Observatory published statistics in 2018 on EU citizens employed by sector using the 2017 Labour Force Survey.

These statistics reveal that EU citizens are overrepresented in several sectors particularly manufacturing (12%), retail, hotels and restaurants (10%) and construction (9.2%). In absolute terms retail, hotels and restaurants had the largest number of EU citizens employing approximately one in four EU nationals, followed by public administration and education.

¹³ Department of Work and Pensions (DWP), 2018

¹⁴ DWP, 2018

The table below shows the estimated number of jobs held by EU nationals in each sector in Trafford. The estimates suggest the professional services, banking and finance and retail, hotels and restaurants sectors employ the largest number of EU citizens.

Estimated Jobs held by EU nationals by sector, Trafford					
Industry	UK	EU	Non-EU	Total Jobs	Estimated EU Jobs
Professional services, banking and finance	80.2%	7.6%	12.2%	52,500	4,006
Retail, hotels and restaurants	78.8%	10.0%	11.2%	35,500	3,544
Manufacturing	81.3%	12.0%	6.7%	10,500	1,256
Transport and communication	76.8%	8.5%	14.7%	12,000	1,017
Public administration, education and health	85.1%	4.6%	10.3%	21,500	986
Construction	85.2%	9.2%	5.7%	8,500	780
Other services	84.4%	6.4%	9.2%	9,250	589
Energy and water	87.1%	6.2%	6.6%	2,130	133
Agriculture, forestry and fishing	88.3%	8.1%	3.7%	200	16
Total				152,000	12,327

Source: ekosgen estimates, based on Migration Observatory, 2018 and BRES, 2017

A CEP analysis of the 2015 Labour Force Survey finds that EU immigrants are more educated, younger, more likely to be in work and less likely to claim benefits than UK-born citizens.¹⁵ Around 44% of EU citizens in the UK have some form of higher education compared with only 23% of those born in the UK. At a time where many sectors are reporting skills shortages (across a range of skills levels), access to a wider pool of labour from the EU is important to the economy.

Potential Implications for Labour Supply

The free movement of people is a fundamental principle of the Single Market. All residents of member states have the flexibility to live and work where they choose in the EU. Businesses in Trafford benefit from having access to a larger labour pool than would otherwise be the case. Changes in migration rules could limit the flow of overseas nationals into Greater Manchester and Trafford. In the context of strong economic growth forecast and an ageing population, restrictions on labour movement could impact on the ability to deliver growth ambitions both in respect to the total workforce required and demand for skilled labour.

Unemployment in Trafford has fallen significantly over the past decade from 7.2% to 3.7%, below Greater Manchester (4.6%) and England minus London (4.1%).¹⁶ If EU citizens decide to leave Trafford after Brexit, the low levels of unemployment suggest that it may be difficult to find replacement labour from a local labour source.

Students

Universities in Greater Manchester (The University of Manchester, Manchester Metropolitan University, The University of Salford and The University of Bolton) had 4,675 EU-resident students (excluding those from the UK) in 2016/17 according to data from HESA. Due to the free movement of labour regulations, EU national graduates are able to stay in the UK after graduating, contributing to Manchester's high graduate retention rate of around 50%, and importantly providing a valuable supply of skilled labour for Trafford businesses.

¹⁵ Brexit and the impact of immigration on the UK, CEP, 2016

¹⁶ Annual Population Survey, 2008-2018

Research conducted for the NUS¹⁷ suggests annual per capita spending by students, including tuition fees, is £20,175, suggesting EU students in Greater Manchester spend in the region of £94 million per annum with elements of the expenditure re-circulated through the local economy.

Any changes to the entitlement of EU nationals to study at UK institutions would impact on the number of students attracted and levels of associated expenditure. The tuition fees that EU nationals could be charged could, however, increase in the event of leaving the EU, to equal those for other international students.

Post Brexit Rights for EU Citizens in the UK and UK Citizens in the EU

Free movement of people will come to an end in any Brexit option, impacting the flow of EU migrants to Greater Manchester and Trafford. What the exact future details will be surrounding work and travel between the UK and EU is uncertain. In the short term EU citizens and their families will continue to have the right to move to live and work in the UK (and vice versa) until the end of the transition period in December 2020, regardless of whether a Deal is secured.

The Withdrawal Agreement protects the existing rights to equal treatment and non-discrimination for EU citizens residing or working in the UK, UK nationals residing or working in the EU, and their family members. It proposes that EU citizens who have been living in the UK (and vice versa) continuously and lawfully for five years at the end of the implementation period will have the right to reside permanently in that country. Those who have not yet reached the point of five years' continuous residence will be eligible to be granted pre-settled status, and will be able to apply for permanent residence once they have reached that point.

The Deal sets out that in the UK, EU citizens and their family members can apply for a residence status through the EU Settlement Scheme, to which the government have agreed to waive the application fee. The EU Settlement Scheme will open fully by 30th March 2019. The deadline for applying will be 30th June 2021. Citizens will apply through a simple digital system, with the key eligibility requirements are:

- Being an EU citizen or close family member
- Arriving in the UK before 31 December 2021, or close family member joining
- Not a serious or persistent criminal or public security risk

Local Authorities will have a role to play helping employees to apply for permanent residence and will be responsible for making applications for some EU citizens in their care particularly those vulnerable and at risk. Local authorities can help residents by identifying need to apply, helping with technology and providing support with language. The government have confirmed grant funding of up to £9 million for voluntary and community organisations to ensure EU citizens needing additional support get help in obtaining their settled status.

Looking toward the future arrangement the Political Declaration says that the UK and the EU will aim to achieve:

- Arrangements for temporary entry for "business purposes"
- Visa-free travel for short-term visits
- Co-operation on tackling illegal immigration

While the Withdrawal Agreement protects the existing rights to equal treatment and non-discrimination for EU citizens residing or working in the UK and their family members, clarification is needed with regards to the rights of younger family members, and their rights to stay and work in the UK and the ability of families to bring over family members, including older relatives.

¹⁷ Student Contributions to the UK Economy, nef consulting, 2013

It is unclear what the medium term effects of leaving the EU will be on EU citizens already living in the UK. Recent trends suggest the UK is less attractive to many EU migrants, although factors such as the exchange rate may be having an effect in some sectors. Nevertheless, there is the potential for EU citizens currently resident in the UK to leave over the next five years, with implications for both the labour force and services such as health, children and family services and education.

The UK's Future Skills based Immigration System

The Government published its White Paper on a new immigration system - The UK's Future Skills based Immigration System – in December 2018. The key features of the White Paper are:

*“At present, we have a dual system of admitting only highly skilled workers from outside the EU, and workers of all skill levels from the EU. We will replace this with **a single route which gives access to highly skilled and skilled workers from all countries**. Those coming to the UK on this route will need an employer to sponsor them. We propose to allow individuals who meet the requirements to bring dependants, extend their stay and switch to other routes, and in some cases, settle permanently.*

*As recommended by the MAC, **we will not impose a cap on the numbers of skilled workers**, to ensure the brightest and best who wish to come to the UK may do so, and employers have access to the skills that add most value to the UK economy. **The new skilled route will include workers with intermediate level skills**, at RQF 3-5 level (A level or equivalent) as well as graduate and post-graduate, as the MAC recommended.*

The MAC recommended retaining the minimum salary threshold at £30,000 and we will engage businesses and employers as to what salary threshold should be set. We have asked the MAC to review the Shortage Occupation List (SOL), including for occupations at RQF levels 3-5. They will report in spring 2019.

Employers have to some extent become reliant on lower skilled workers from the EU for certain jobs. Leaving the EU provides an opportunity to drive business change and ensure that UK companies are at the forefront of innovation going forward.

*However, we recognise the challenges faced by these employers, particularly in sectors like construction and social care, who would find it difficult immediately to adapt. **We propose, as a transitional measure, also to institute a time-limited route for temporary short-term workers**. This route will allow people to come for a maximum of 12 months, with a **cooling-off period of a further 12 months** to prevent people effectively working in the UK permanently. We will engage extensively with business and stakeholders as part of the engagement process on the duration and cooling off periods.”*

Saffron Cordery, the Deputy Chief Executive of NHS Providers, which represents NHS trusts has stated that “We are deeply concerned about what is going to happen. High skills does not equal high pay. You have got starting salaries for nurses at £23,000 – also for paramedics, midwives. Junior doctors’ starting salaries at £27,000, healthcare assistants at £17,000, all coming in way below that £30,000 cap”. She added that the same applies for social care, and that many of the skills “lay in those staff under £30,000”.

While the 12 month temporary visa is meant to alleviate pressure on social care recruitment challenges, the requirement to leave the UK and reapply for another temporary visa after a 10 month cooling off period, will make the UK a much less attractive location for lower paid migrants in both the health and social care sector and does not address the concerns raised by NHS organisations.

Potential Impacts by Sector

This section considers the areas of the economy which are expected to face the greatest impact of leaving the European Union, due to reliance on: EU labour (broad sectors detailed on page 14); importing and exporting and the value of EU WTO standard tariffs (page 4); EU common rules and regulations, as well as following estimates of sectoral impacts by DExEU, IMF, Openeurope.¹⁸ This raises implications for Trafford's sub-sector specialisms.

Food and drink:

- Food and Drink Manufacturing currently employs 2,405 accounting for 1.5% of total employment in Trafford and 12% of total sector employment in Greater Manchester.
- In a No Deal scenario under the standard EU tariffs, parts of the industry will be effected more than others, in particular meat and other agricultural products are subject to some of the highest EU tariffs. Non-tariff barriers such as rules of origin checks will also impact food and drink manufacturers who use imports from other countries. These barriers are likely to significantly reduce the demand for these goods from EU customers as the prices are driven up.
- Additional border controls and sales restrictions may be imposed after EU law ceases to cover UK food & drink products. If the UK agrees to retain EU standards on its production as well as third country imports, the need for additional border controls could potentially be avoided. However this then limits the UK's ability to agree new trade deals abroad involving lighter regulation.¹⁹
- The scale of the impacts will be much larger in the short-run under a no-deal due to EU standard tariffs and non-tariff barriers. If the UK decides to retain EU standards on its food and drink products the impact will be minimised.

Trafford Impact	Negative and significant under No Deal due to the high tariff and non-tariff barriers as well as problems if food and drink standards are not aligned leading to a reduction in UK exports of products to the EU/ EU imports used in production.
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Health & Social Care:

- Health and Social Care activities currently employ approximately 10,500 and representing 6.9% of total employment in Trafford. Health and social care activities are ranked as the joint fourth largest employer in Trafford. EU workers contribute significantly to the UK health and social care sector. Around 5.6% of NHS staff are EEA nationals, they are particularly important in key frontline clinical roles where they make up around 15% of dentists, over 9% of doctors, and nearly 6% of nurses and midwives. In addition EEA nationals account for 7% of the adult social care workforce, rising to 16% of registered nurses in social care. Using these figures alongside BRES data gives an estimate of around 650 EU workers in Health and Social Care in Trafford.
- Against the backdrop of rising demand for health and social care in part caused by an ageing population, there are serious concerns around the decreased talent pool following Brexit. After the referendum, 96% fewer nurses registered to practice in the UK from the EU and a total drop of 2,385 EU midwives and nurses was reported for 2017. Meanwhile the Health Foundation reported significant shortages of nurses in the UK.
- The government has indicated it will create a skilled migrants system with an earning threshold of at least £30,000 - this will not cover some nurses, paramedics, midwives, junior doctors, health care assistants and care workers.
- A fall in the value of the pound may also make it less attractive for EU workers to work in the UK as their wages will be worth less in their home countries.

¹⁸ <https://openeurope.org.uk/intelligence/britain-and-the-eu/what-if-there-were-a-brexite/>

¹⁹ Food & Drink and Brexit, Brodies, 2017

- A report from the Department of Health (2017) stated that if the NHS were no longer able to recruit doctors, nurses and other health professionals from EEA countries, after five years there would be around 6,000 fewer EEA doctors and 12,000 fewer EEA nurses.²⁰

Medicines

- The UK imports 37 million packs of medicine each month from the EU and exports more. There are concerns over a No Deal Brexit causing huge delays at ports – the government has asked firms to stockpile six weeks’ worth of drugs in the event of a No deal. However this may not be logistically possible for medicines which need refrigerating and those with short shelf life.²¹
- The Healthcare Distribution Association (HDA) said 50% of medicines in a typical wholesaler’s warehouse had been through the EU at some point. Medicines supplies work to a highly sophisticated timetable, generally with twice-a-day deliveries and warehouses keeping only two or three weeks of stock. The head of the HDA stated: “It would be a catastrophic time, a ‘no deal’, for medicines supply.”

Trafford Impact	Negative and significant. Health and Social Care is a very large employer and dependent on a regular supply of EU nationals taking up employment each year. This will be reduced under the new long term immigration arrangements, particularly if the £30,000 cap is applied. Potential impact of medical supply chain if No Deal take place.
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Distribution and Logistics:

- Distribution and Logistics consists of 6,800 jobs and 4.5% of total employment in Trafford and 9% of sector employment within Greater Manchester.²² Ranked as the tenth highest employer in the Trafford area due to the key transport links to the M6, M62 and M60 in addition to freight terminals at Trafford Business Park.
- This sector maybe impacted by a No Deal Brexit through the effects on manufacturing, with increased costs due to tariffs and potential reductions in the quantities of goods produced and transported. In addition the Department of Transport have said that hauliers will need European Conference of Ministers of Transport (ECMT) permits in a No Deal outcome, and the number will be severely limited.²³ The Road Haulage Association estimates suggest there will be only around 5% of the total permits required.²⁴ There are several haulage companies operating in Trafford which could be affected.

Trafford Impact	Negative and significant. Potential disruptive through new import/export regulations and paper work. Could be very disruption if No Deal is the final outcome. A very large employer and dependent on a regular supply of EU nationals taking up employment each year. This will be reduced under the new long term immigration arrangements, particularly if the £30,000 cap is applied.
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Chemicals

- There are currently 1,375 employed in Chemicals manufacturing in the area representing just under 1% of total employment in Trafford and 16% of total sector employment for Greater Manchester. This Chemicals sector is highly significant within the Trafford local area with a

²⁰Evidence on EEA nationals working within the health and care system, focusing on England, The Department of Health, 2017

²¹ <https://www.bbc.co.uk/news/health-46350966>

²² <http://www.investintrafford.com/Sectors/distribution-and-warehousing.aspx>

²³ International Road Haulage Permits Guidance on Determining Permit Allocations Movin

²⁴ <https://www.rha.uk.net/news/press-releases/2018-07-july/brexit-and-the-uk-haulage-industry-%E2%80%93-no-deal-no-jobs-no-food>

location quotient (LQ) score of 2.3 (three times the average Trafford LQ for manufacturing – see table on page 5), indicating employment levels are more than twice the national average.

- 63% of companies in the sector export their goods, the highest proportion of any goods manufacturing sector in the UK economy. 60% of exports go to the EU and 75% of imports and raw materials come from the EU.²⁵ However Standard EU tariffs on Chemical products are relatively high at 4.5% meaning the sector will be significantly impacted under a No Deal scenario.
- The UK chemicals industry is regulated through a framework largely based on EU legislation, with the main piece of legislation being REACH which requires EU companies to register chemicals with European Chemicals Agency before placing them on the market and puts in place additional regulatory controls on hazardous chemicals. The Chemical Industries Association has said in response to the governments No Deal plans for the sectors regulation: “businesses have already spent in excess of £550 million investing in registrations under EU-REACH; sharing information and communicating safe use in exchange for a license to market chemicals in European countries, including the UK. Requiring companies to duplicate pre-existing registration duties for a UK-REACH will not only weaken our international competitiveness but more importantly, offers nothing more to strengthen health and safety”.
- In addition the UK government analysis finds the Chemicals industry is the most dependant on trade, and under a No Deal scenario the analysis estimates GVA will fall by 16% in the sector.

Trafford Impact	Negative, although employment numbers are modest. Sector very dependent on trade arrangements.
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Engineering:

- Engineering currently employs 4,875, representing 3.2% of total employment within Trafford and 14.3% of sector employment for the whole of Greater Manchester. There are approximately 680 engineering companies operating in Trafford.
- The UK faces an engineering skills crisis, with Engineering UK finding that there is a need for 182,000 new engineers and technicians per year until 2020.²⁶ The Royal Academy of Engineering states “the EU is an important source of engineers deployed on UK projects and companies rely on the ability to move their engineers between EU countries.”
- A survey in 2016 of 424 engineering companies found that when respondents were asked about the significance of the EU to their businesses, working with EU companies was the most common answer at 64%, followed by employing EU citizens (62%) and exporting services to the EU (48%).
- The current and forecast future skills shortage means the ability of Trafford businesses to employ engineers from the EU is therefore crucial for the functioning of the sector in the area.

Trafford Impact	Negative and significant. Important sector for Trafford and likely to be affected by new trade arrangements which could disrupt the international nature of the supply chain as well as need to recruit internationally to address skills shortages.
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Retail:

- The retail sector is a large employer, employing 17,000, 11.2% of total employment in the area, and 765 retail businesses.
- UK retail sector relies on more than 300,000 EU migrant workforce.²⁷

²⁵ <https://www.cia.org.uk/News/Details/A-costly-challenge-for-the-UK-chemical-industry-under-a-no-deal-Brexit>

²⁶ Engineering UK 2016, The state of engineering, Engineering UK, 2016

²⁷ Impacts of Brexit on the Retail Industry, FTI Consulting, 2017

- Retailers selling to EU countries may benefit from reduction in sterling, however those retailers importing from the EU may face rising costs.
- The credit ratings agency Moody's has warned that a no-deal Brexit would have a substantial effect on the retail sector. They suggested "The fall in the exchange rate would lead to temporarily higher inflation and hence a further squeeze on real wages over the following two to three years, which in turn would weigh on consumer spending and depress growth."
- The large scale of the sector in Trafford leaves the area's retail companies and jobs vulnerable to negative shocks such as a loss of consumer confidence, a fall in spending and visitor numbers and a loss of EU workers due to a no-deal outcome.

Trafford Impact	Negative and significant. A very large employer and dependent on a regular supply of EU nationals taking up employment each year. This will be reduced under the new long term immigration arrangements, particularly if the £30,000 cap is applied.
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Finance:

- The finance and insurance sector in Trafford employs 6,000, accounting for 13.5% of employment in the sector in Greater Manchester. In addition there are 530 finance and insurance firms operating in the borough.
- The financial services sector is heavily reliant on the Single Market, which allows a bank based in one member state to set up a branch or provide cross-border financial services in another, while being regulated by authorities in the home country. This is important for UK exports of financial services – as well as allowing American or Swiss banks to do the same from subsidiaries set up in the UK. Members of the European Economic Area (EEA) – like Norway – are able to benefit from these privileges, however they contribute significantly to the EU budget, accept all EU regulations and allow free movement of labour – which the UK government is committed to end. In addition, leaving the EU will erode the UK's ability to negotiate concessions from regulations on EU related transactions.
- Therefore Brexit is expected to have a considerable effect on the financial services sector due to the high level of regulation which will provide a barrier to trade.
- Reduced ability to recruit EU higher skilled professionals and potential for post transition agreement to restrict UK access to European finance markets will also be negative to the sector.

Trafford Impact	Negative and significant. A very large employer, reliant on ability to export financial services, and dependent on a regular supply of EU nationals taking up employment each year.
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Hotel and visitor economy:

- According to Marketing Manchester, Greater Manchester's tourism sector is worth £7.9bn, supporting 94,000 jobs, attracting 119 million visitors per year; 11 million that stay and 108 million day visitors. Trafford will attract a proportion of these visitors with its various tourist attractions.
- "63 per cent of inbound holidaymakers to Britain are from countries of the European Union, and many of our rural and coastal assets rely on EU funding."²⁸
- "Visitors from the EU contribute around £10bn to the UK economy each year while outbound tourism to the EU contributes an estimated £19bn to the UK economy."²⁹
- The British Hospitality Association (BHA) estimates that a minimum 15% of the hospitality and tourism industry are workers from the European Union, which equates to almost 700,000 jobs.

²⁸ British Hospitality & Tourism Industry Brexit Strategic Response, British Hospitality Association, 2016

²⁹ Tourism Post Brexit, Tourism Alliance, 2017

- A fall in the sterling may help make the UK a more attractive tourist destination however the potential need and cost of visas for EU citizens travelling to the UK may counteract this.
- The BHA suggests that a loss of EU labour could drive up labour costs which would be damaging to the industry which is highly competitive.

Trafford Impact	Negative and significant. A very large employer and dependent on a regular supply of EU nationals taking up employment each year (see table on page 13). This will be reduced under the new long term immigration arrangements, particularly if the £30,000 cap is applied.
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Digital and Technology:

- Digital and Technology consists of programming and broadcasting services; telecommunications; computer programming, consultancy, and related activities and information service activities which employs 5,130 individuals representing 3.4% of total employment in Trafford and 12% of sector employment within Greater Manchester. Greater Manchester has established strong digital clusters such as 'MediaCityUK'. This sector may witness a decline in the availability of a skilled workforce throughout Trafford and Greater Manchester.
- Leaving the EU also means leaving the Single Digital Market, which aimed to remove regulatory walls creating one digital market and has brought a range of benefits including the abolition of mobile roaming charges and rules designed to prevent 'geo-blocking' are due to be implemented in December. This could put the UK digital sector at a disadvantage not having the same access and benefits as comparator firms in the EU.

Trafford Impact	Negative, minor impact. This sector is harder to restrict across borders and is not as reliant on access to the single market as others in Trafford's economy.
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Brexite and science and innovation:

- Many scientists have expressed concerns over the mobility of scientists following Brexit, with a large proportion of scientists moving between countries for work. A third of academic staff in British universities are from outside the UK, with 16% from other EU countries.³⁰ One British Nobel prize winner, stated that present visa arrangements for non-EU countries were inhibiting cooperation.
- A survey at the UK's biggest biomedical lab, The Francis Crick Institute, reported that 97% of its researchers believed a hard Brexit would be bad for British science. Half also expressed a desire to leave the UK due to Brexit. 29 Nobel laureates have said a hard Brexit could cripple UK science, in a letter to Theresa May and the European commission president, Jean-Claude Juncker.
- This suggests that under any Brexit outcome (with more significant impacts under No Deal), it is important that visa arrangements are put in place which can limit disruption for scientists and innovators moving between the EU and UK.

Trafford Impact	Modest, negligible impact (no university within Trafford).
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³⁰ Science in Parliament Evidence Report: Science Priorities for Brexit, 2018

European Funding

Current EU funding includes the European Structural Investment Funds (ESIF) programme – comprising European Regional Development Fund (ERDF) and European Social Fund (ESF) – and EU Transnational Funds such as Horizon 2020.

The Funds are seen by many as a valuable part of the UK's regional development policy. Recent research has shown that between 2007 and 2013 the Funds helped create 29,795 jobs in the North West.³¹ Analysis of the regional distribution of ESIF suggests that the possible implications of Brexit would vary across the UK's constituent regions and nations with Wales, Northern Ireland, the North East of England and South West receiving greater per capita ERDF and ESF funding.

The current funding cycle is between 2014 and 2020 and during this cycle Greater Manchester is to receive a total of €413.8m of ERDF and ESF funding.

Short Term

In the short term the outcome of negotiations will have little effect on EU funding for the current cycle (2014-2020). If there is a Withdrawal Agreement in place when the UK leaves, then UK recipients will receive EU funding for projects agreed in the current funding cycle from the EU Budget. If the UK leaves without an agreement, the Government has committed to replace outstanding EU funding for the duration of the project. In July HM Treasury stated “*UK organisations that secure funding through EU programmes, from now until the end of 2020, will be guaranteed by the UK government even in a no deal scenario*”.

Shared Prosperity Fund

In the longer term the ‘Shared Prosperity Fund’ (SPF) will be the successor to EU funding delivered by the Ministry of Housing, Communities and Local Government and is designed to reduce inequalities between communities, delivering sustainable, inclusive growth. Metro Mayors, including Andy Burnham the Mayor of Greater Manchester, have called for the future SPF to be devolved to regional leaders to further boost devolution and empower leaders to ensure money is spent on priorities defined by local areas.

Research

The EU has had a considerable impact upon UK research and technological development in the form of the Framework Programme, which is the European Union's funding instrument for supporting collaborative, transnational research and development, with a primary focus on science and technology. Horizon 2020 is the current Framework Programme being delivered. According to recent statistics, Britain is the second best funded country in Europe for Horizon 2020, second for the number of topics submitted and third for the number of projects funded. The UK and the EU have agreed as part of the terms of the Withdrawal Agreement that the UK will continue to receive funding until 2020 and government have guaranteed to underwrite this programme in the event of a no deal.

There is much uncertainty around the future of this funding. Once out of the EU, the UK will be able to participate in some EU funding and science schemes as a ‘third country’ however as with Horizon 2020, strict criteria need to be met. The government has signalled a commitment to increase UK research and development spending to 2.4% of GDP, the highest level to date, by 2027.

³¹ UK regions and European structural and investment funds, Sheffield Political Economy Research Institute 2016

Implications for Trafford Council Services and Policies

Long Term Impacts

There are various likely impacts on Trafford Council and its ability to deliver local services in the wake of Brexit, particularly if a Withdrawal Agreement is not signed prior to the official exit date. These include:

1. A likely slowdown in growth of Business Rates income due to a few new businesses, and a reduction in Business Rates if the No Deal scenario takes place.
2. A reduction in inward investment as a source of new and additional Business Rates and employment, including established foreign owned business losing out in future re-investment plans.
3. Increasing unemployment under a no deal scenario; more muted employment growth in the early years post Brexit if a deal is agreed. There is a potential knock on effect of reduced employment and training opportunities for young people, which would be significant under a No Deal scenario.
4. A shortage of staff in a number of community related services such as health and social care, including higher skilled and experienced staff, as well as intermediate skills jobs.
5. Potentially a reduction in school places over the next five years as the numbers of migrant families reduces (the children of working migrants make up an important component of some school places).

The implications for the range of Local Authority services are only now beginning to be clarified, and the Local Government Association has made the case for additional resources to be made available. Government Departments have now embarked on more detailed briefings, although there remains uncertainty in many areas.

Greater Manchester benefits from a Combined Authority, and there is likely to be situations where the Combined Authority is the lead organisation in responding to challenges raised by Brexit. However, many business and residents will look to the Local Authority for guidance and support.

Skills Shortages and Recruitment Challenges

Trafford Council and the Combined Authority have a role to play in addressing the skills shortages and recruitment challenges arising from Brexit. This includes a direct interest in health and social care recruitment challenges. While Brexit is unlikely to create new recruitment challenges, it will exacerbate both skills and recruitment challenges which many sectors have been grappling with for some time. This includes:

- A reduction of EU migrants working in the **social care sector** could impact the ability for Trafford to deliver vital children and adult social care services in the future. A priority should be focussing on attracting and retaining staff in this sector as well as identifying any current or future skills shortages and policies to address them.
- A reduction of EU migrants working in the **health sector** could impact the ability for Trafford to deliver vital children and adult health services. A priority should be focussing on attracting and retaining staff in this sector as well as identifying any current or future skills shortages and policies to target them.
- Ensuring identified **local skills shortages** can be met in the future is a major priority, given the likely reduction in EU workers in a number of important business sectors based in Trafford. The Local Authority and the Combined Authority should adapt an appropriate skills strategy to take into account a likely loss of EU labour, ensuring that local training / Further

Education providers are taking the correct approach and have the resources to tackle skills shortages and recruitment challenges.

- As EU funding comes to an end in 2020, Greater Manchester and the Local Authority, should seek to ensure the Shared Prosperity Fund is available in order to replace current levels of EU funding invested in training and skills development. Consideration should be given to ensuring training related funding prioritises the Health and Social Care sector, as well as manufacturing and industry.

There is an opportunity to use vacancies in the health and care sector to support inclusive growth, increasing participation in the labour market. While many jobs are not well paid, there are opportunities to help people to return to the labour market, including former health and care workers.

EU Settlement Scheme

EU citizens and their family members in the UK will need to apply to secure their rights to settlement through a simple digital system to get settled status or pre-settled status. The EU Settlement Scheme will be open fully by 30 March 2019. The deadline for applying will be 30 June 2021. EU citizens may be able to apply after this date if they are joining a family member covered by the Withdrawal Agreement.

Government has asked Local Authorities to:

- *Sign up to host an Identity Verification or Assisted Digital service, within your local registration service to help your EU citizens progress their digital application.*
- *Speak to your local libraries and encourage them to join the Assisted Digital service.*
- *Use the community leader and local authority toolkit to update your EU employees.*
- *Promote the Voluntary and Community Sector grant funding to your community groups.*
- *Signpost your residents to GOV.UK content and encourage them to sign up to email updates.*

The signing up of EU citizens is a major exercise and while the system is designed to be straightforward, considerable local support will be needed to provide guidance and support. Trafford Council and the Combined Authority needs to respond to the Government request for Local Authority assistance, including the resources needed to provide support over the next two years.

Both the Settlement Scheme and the proposed new immigration arrangements (the subject of consultation) continue to be subject to clarification. This includes matters such as looked after children, the right to bring elderly and other family members to the UK, the long term rights of children into adulthood (such as the right to work abroad as a young adult and return to the UK), and the rights of new working migrants to a variety of benefits. Trafford Council will need to monitor how policy on matters affecting families evolves over the next 12 months as the Settlement Scheme is implemented.

In terms of the scale of the task, Trafford has more than 10,000 EU citizens resident in the borough, and Trafford companies employ more than 12,000 EU citizens.

Business

Trafford benefits from a large, successful business base. While the transition period provides for the continuation of current trade arrangements, the UK still needs to negotiate its long term preferred position – “a common rulebook for all goods and regulatory flexibility for services, with tax or tariff-free trade with the EU, while leaving the UK free to pursue trade deals outside the EU”. The EU is unlikely to agree with the UK position.

Business uncertainty will continue until a final agreement is reached on trade. The responsibility to assist business to adapt to any changes lies with the Department of Business, Energy and Industrial Strategy (BEIS). The Combined Authority is likely to be the appropriate body for ensuring that GM companies have the right level of assistance to deal with new long term trade arrangements given that the information already produced by Government highlights the different challenges facing individual sectors. This role is likely to include:

- Determining any new or expanded role for the Greater Manchester Growth Company to assist GM businesses.
- Negotiating with BEIS for any additional funding to assist local companies, and agreeing new initiatives and funding to help companies respond to the challenge of leaving the EU.
- Refreshing/Reviewing the MIDAS inward investment role to take account of the implications and opportunities of the UK leaving the single market.
- Determining the role of the Shared Prosperity Fund to help companies respond to the challenge of leaving the EU.

There is an opportunity to use the likely recruitment challenges in some sectors to persuade companies to focus on capital investment which supports company growth through increased productivity. There may also be an increased interest by companies to work with local training providers and agencies to provide better qualified local candidates to take up employment vacancies.

Brexit Monitoring Arrangements

After two years of discussions, some of the implications of Brexit are becoming clearer, while other aspects are likely to be clarified in the next few months. There will however be a continuing lack of certainty until the long term trade arrangements are agreed, currently planned by the end of the transition period, December 2020.

There is now a strong case for Local Authorities to increase the monitoring of how Brexit is taken forward over the next two years. It is very likely that Local Authorities will need to adapt to new situations as Brexit is worked through by various Government Departments and services, and the urgency and scale of the task will be clearer after the parliamentary votes planned for January.

In view of the amount of more detailed information now coming out of government, Trafford Council should formalise its arrangements to ensure consistency and coordination across the service areas. Trafford Council should:

1. Appoint a Senior Responsible Officer to monitor Brexit, liaise with the Combined Authority and Government Departments, disseminate information and coordinate Trafford's engagement in Brexit related matters.
2. Establish a Brexit group of senior officers, to meet six weekly for the next 12 months, with one representative from each Council Department.
3. The Senior Responsible Officer should report to the Council's Senior Management team, and Brexit should be a standing item on the agenda.

An important early decision is needed with regard to the role the Council wishes to play in supporting local people and business deal with the EU Settlement Scheme, which will be open fully by 30 March 2019.

Conclusions

This report evaluates the potential economic implications of Brexit for the borough of Trafford. The implications of leaving the EU depends on various factors including: trade and migration policy including access to the European market; the risk of complex customs processes; the possibility of tariffs on European trade; and gaps in skills availability. Whether a deal is secured or not before the official date for leaving the EU and the final future relationship will influence these factors.

Trafford is a key driver of the Greater Manchester economy, accounting for 8.4% of Greater Manchester's population, 11.4% of employment and 10.8% of businesses. Implications for Trafford are expected to include:

- A reduction in exports: while leaving the Single Market will not impact upon the ability of companies in Trafford to export, the potential tariff and non-tariff barriers are likely to reduce levels of trade relative to the current position. Our estimates suggest there are around 500 businesses in Trafford involved in exporting to the EU.
- Reduction in the attractiveness of Trafford and Greater Manchester as a place to invest and re-invest relative to other cities and regions in the EU.
- A reduction in living standards: as outlined in this report a No Deal Brexit is likely to lead to a further fall in the value of the pound making imports more expensive, which could lead to a rise in inflation, particularly in food and energy, and a fall in real wages.
- Reduced flow of EU nationals who work in Trafford and are particularly important for the sectors including: banking and finance; retail, restaurants and hotels; manufacturing; and health and social care.
- Loss of EDRF and ESIF funding which plays an important role in supporting Greater Manchester's universities as well as supporting businesses, skills, supporting people into work.

While a No Deal scenario, with WTO tariffs, would have a major, immediate and negative impact on the UK economy, a deal scenario has implications for a number of sectors in Trafford. This effect is a combination of labour market, trade and investment impacts.

Trafford Sector	Potential Impact
Food and Drink Manufacturing	High standard EU tariffs on agricultural products, particularly meat and dairy, and border delays /additional border checks and problems with rules of origin and EU standards will all reduce exports. Reduced ability to recruit labour force, potential for long term post transition trade deal to impact on supply chain and trade arrangements.
Health and Social Care	Reduced ability to recruit EU higher skilled medical professionals. Reduced ability to recruit lower and medium skilled health workers, including care staff. Potential impact on the cost of providing care in a context of challenging Local Authority and NHS budgets. Delays at ports & limited warehousing facilities for stockpiling for medicines risks the health of residents.
Chemicals and Pharmaceuticals	High costs of implementing new regulation, high standard EU tariffs and reliance on exporting and importing means the sector is likely to be impacted significantly, particularly under No Deal.
Engineering	Reduced ability to recruit high skilled, experienced labour force, potential for long term post transition trade deal to impact on international supply chain and trade arrangements.
Retail	Reduced ability to recruit lower and medium skilled labour force. Reduced consumer spending impacting businesses and jobs in the area.
Finance	Reduced ability to recruit EU higher skilled professionals, potential for post transition agreement to restrict UK access to European finance markets.

Hotel and Visitor Economy	Reduced ability to recruit lower and medium skilled labour force. Reduction in number of visitors
Distribution and Logistics	Potential for long term post transition trade deal to impact on supply chain and trade arrangements.
Digital and Technology	Reduced ability to recruit experienced labour force. Loss of access to single digital market.

There are various likely impacts on Trafford Council and its ability to deliver local services in the wake of Brexit, particularly if a Withdrawal Agreement is not signed prior to the official exit date. These include:

1. A likely slowdown in growth of Business Rates income, and a reduction in Business Rates if the no deal scenario takes place.
2. A reduction in inward investment as a source of new and additional Business Rates and employment, including established foreign owned business losing out in future re-investment plans.
3. Increasing unemployment caused by a fall in employment under a No Deal scenario; more muted employment growth in the early years post Brexit if a deal is agreed. There is a potential knock on effect of reduced employment and training opportunities for young people, which would be significant under a no deal scenario.
4. A shortage of staff in a number of community related services including health and social care, including higher skilled and experienced staff, as well as intermediate skills jobs.
5. Potentially a reduction in school places over the next five years as the numbers of migrant families reduces.

The implications for the range of Local Authority services are only now beginning to be clarified, and the Local Government Association has made the case for additional resources to be made available. Government Departments have now embarked on more detailed briefings, although there remain uncertainty in many areas.

Trafford Council and the Combined Authority need to consider:

- How to respond to the Government request for Local Authority assistance to support the EU Settlement Scheme, including the resources needed to provide support over the next two years.
- How to respond to the reduced flow of EU nationals who work in Trafford and in particular the health and care sector.
- How best to support local businesses deal with the leaving the EU and the role of the Combined Authority, Greater Manchester Growth Company, and MIDAS.
- Formalise its arrangements to ensure consistency and coordination across the service areas, with a Senior Responsible Officer to monitor Brexit, establishing Brexit group of senior officers, to meet six weekly for the next 12 months, with representative from each Council Department and regular reporting to the Council's senior management team.

Irrespective of the final outcome – deal or no deal – March 29th 2019 represents the beginning of a process and the final outcomes of how citizens and business respond and the challenges for the public sector will only become clear over the full duration of transition period.

Appendix I

Summary of Withdrawal Deal and No Deal

Current Deal (to be voted on by Parliament)	No Deal
<p>The Withdrawal Agreement includes proposals for the transition or implementation period during which EU laws will continue to apply, which is intended to run until 31st December 2020. In effect, the UK will continue to follow EU rules and regulations until the end of 2020, and from a business perspective, the UK will not effectively leave the EU until 2021.</p> <p>The Withdrawal Agreement protects the existing rights to equal treatment and non-discrimination for EU citizens residing or working in the UK, UK nationals residing or working in the EU, and their family members. It proposes that EU citizens who have been living in the UK (and vice versa) continuously and lawfully for five years at the end of the implementation period will have the right to reside permanently in that country. Those who have not yet reached the point of five years' continuous residence will be eligible to be granted pre-settled status, and will be able to apply for permanent once they have reached that point.</p> <p>Transition negotiations: The UK proposes:</p> <ul style="list-style-type: none"> the UK maintain a common rulebook for all goods and regulatory flexibility for services, with tax or tariff-free trade with the EU, while leaving the UK free to pursue trade deals outside the EU. A new customs deal would be devised in which the UK would apply domestic tariffs and trade policies for goods intended for the UK, and their EU equivalents for goods which will end up heading into the EU. As EU tariffs would be collected, a hard border in Ireland could be avoided. The end the free movement of people from the EU, but include a "mobility framework" allowing easy movement for work or study. <p>The Chequers Deal was dismissed by EU leaders at a summit in Salzburg on the 20th September, with the President of the European Council stating that it "will not work" and "risks undermining the single market".</p>	<p>If the UK and EU fail to sign a withdrawal agreement under the terms of the Article 50 process, the UK would leave the EU on 29th March 2019, with all EU legislation and agreements ceasing to apply to the UK. In this scenario, trade between the UK and EU would revert to WTO rules. This would mean that, in the absence of a Free Trade Agreement, the UK and EU would have to impose the same tariffs on trade with each other that they impose on other WTO members.</p> <p>The Government is directly contacting over 100,000 businesses with an information pack to assist those businesses most likely to be affected by no deal. The information focuses on any immediate actions needed with regard to regulations and importing/exporting arrangement under a no deal scenario.</p> <p>The average tariff on imports into the EU is low - around 1.5%. Tariffs vary dramatically at a sectoral level, for instance animal and dairy products have averages of 16% and 35% respectively. In addition for cars and car parts the tariff rate is 10%. Since most UK car production is exported, and uses imported parts, the impacts would be magnified.</p> <p>In the short term no deal will significantly restrict the UK's access to markets. The UK will no longer be part of the EU trade agreements currently or partly in place with 83 countries, plus pending agreements with eight countries and ongoing negotiations with a further 21.</p> <p>These include agreements with large economies like Japan, Canada, China and India.³² In the long term, however, a no deal scenario would allow the UK freedom to negotiate its own independent trade deals and therefore the long term impact on trade may be reduced.</p> <p>However, as a single country, the UK will have reduced bargaining power negotiating trade deals outside of the EU.</p>

³² The Cost of No Deal Revisited, The UK in a Changing Europe, 2018

Appendix II

Business Impact under Deal and No Deal Scenario

Potential Implications for Trade and Access to Markets

The Single Market is a market of 500 million customers. As a member of the EU it is effectively the 'home' market for Trafford businesses, with products and services being subject to the same base regulatory standards, businesses working to the same employment legislation, and the movement of goods and services without tariff and non-tariff barriers. Free trade within an open market sits at the core of EU's remit and principles.

The outcome of the Brexit negotiations will influence future trade agreements, regulation, the introduction of tariffs and fluctuations in the currency, which all have the potential to affect businesses and their decisions, with exporting and importing businesses and those with close links to these businesses expected to face the biggest impact. Therefore whether the Withdrawal Deal is accepted, or whether the UK leaves without any deal makes a big difference in the expected impact upon businesses.

Both the Chequers Deal and the Outline Political Declaration propose to maintain a common rulebook for goods and have regulatory flexibility for services. Therefore these deals would avoid any adverse effects of a loss of common trade terms for goods with the rest of the EU.

In the short term no deal will significantly restrict the UK's access to markets. The UK will no longer be part of the EU trade agreements currently or partly in place with 83 countries, plus pending agreements with eight countries and ongoing negotiations with a further 21. These include agreements with large economies like Japan, Canada, China and India.³³ In the long term, however, a no deal scenario would allow the UK freedom to negotiate its own independent trade deals and therefore the long term impact on trade may be reduced. However, as a single country, the UK will have reduced bargaining power negotiating trade deals outside of the EU.

The effect leaving the EU will have on business and consumer confidence and hence spending is particularly important – and the type of deal secured, if any, will affect the scale of this impact across the UK.

The Governor of the Bank of England recently pointed out that the typical trade deal takes four years to negotiate and two years to implement. This suggests that it will be the mid-2020s before the benefits of new trade arrangements are realised.

Trafford is a key player in the Greater Manchester economy, as shown earlier in the Trafford Economy and Workforce section. Its businesses will inevitably be impacted directly or indirectly when the UK leave the EU and therefore affecting the ability of Greater Manchester to achieve its growth ambitions. Sufficient planning is necessary to ensure businesses are prepared to deal with any changes.

Exports

According to the latest trade statistics, UK exports to the EU totalled £162 billion for 2017, accounting for approximately half of all global exports. Of this figure, the North West accounts for 8.7% of EU exports with £14 billion. Based upon the percentage of employment, estimated total EU exports for Greater Manchester account for just over £5.5 billion, of which Trafford accounts for approximately £0.49 billion.

The number of EU exporters in the UK stands at more than 119,800, accounting for 78% of all exporter businesses. Of this figure, the North West accounts for 10.6% of these exporters with approximately 12,900 businesses. There is no data available for local authority areas, but the regional data would suggest over 500 businesses in Trafford export to the EU.

³³ The Cost of No Deal Revisited, The UK in a Changing Europe, 2018

It is estimated that 3.3 to 3.6 million UK jobs that are linked to export trade with the EU, with approximately 350,000 to 387,000 of these jobs within the North West region^{34 35*}. Based on the latest employment figures, an estimated 12,250 to 13,570 of these jobs associated with exports to the EU are in the Trafford area.

The overall impact of No deal on exporters depends on a number of factors. For instance a likely repercussion of No deal is a further fall in the value of the sterling, making British exports cheaper abroad. However, the introduction of WTO rules and tariffs may in fact make British exports more expensive and less competitive and so it is difficult to determine what the net effect may be. A Civitas report from 2016 found that if the UK leaves the EU without a deal, UK exporters could face the potential impact of £5.2 billion in tariffs on goods being sold to the EU.

Under WTO rules tariffs are highest on goods such as alcohol and tobacco, food, chemical and plastics and therefore these industries will be most adversely affected. In addition significant non-tariff barriers such as the costs arising from customs checks, border controls, differences in product market regulations, legal barriers and other transactions costs make cross border business more difficult. Even free trade areas cannot eliminate all the non-tariff barriers that businesses face when transacting across borders.

These increased tariff and non-tariff costs may have an impact on exporters in the North West, who account for 10.6% of the total EU exporters for the UK. Trafford might be particularly affected due to the high EU standard tariffs on food and beverage manufacturing which has a location quotient greater than 1. Additionally, there are concerns that suggest the services sector will be experience a negative impact from the outcome of Brexit.³⁶ This will also have an impact on Trafford and Greater Manchester who have a large proportion of employment in the service sectors.

Imports and Supply Chain

The value of imports from the EU to the UK is currently valued at £256 billion and approximately 55% of total imports. The North West accounts for 8% of these EU imports, totalling £20.6 billion, with estimates for Greater Manchester and Trafford totalling at £8 billion and £0.72 billion respectively.

The number of EU importers in the UK for 2017 is approximately 163,500, and accounts for 70% of all importer businesses. Of this figure, the North West accounts for approximately 10% with 16,200 EU importer businesses in the region and, therefore, an estimated 700 EU importers in Trafford.

In the short term a No Deal Brexit will lead to increased or uncertain processing times for goods at the border which may severely disrupt supply chains, particularly for those manufactures who rely on 'just-in-time' delivery of parts or inputs. In addition, the impact of a fall in the value of the sterling and tariffs on importers (and hence consumers) are likely to be significant potentially leading to inflation, particularly in agriculture products where WTO tariffs and quotas remain high.

EU Regulation

The EU imposes legislation and specific regulations which businesses operating in EU member states and trading in the EU market must follow, including regulations affecting product specifications, competition, employment terms, health and safety and consumer protection. There are significant costs for businesses associated with these regulations, principally through regulatory administration and the practical aspects of putting regulations in place, with costs particularly burdensome for small businesses³⁷.

Open Europe estimates that EU regulations cost the UK economy £33.3bn a year, based on the 100 costliest regulations. The working time directive is estimated to cost £4.2bn per year, given Trafford share of UK businesses the estimated annual cost to Trafford businesses is £17.9m. However, whilst

³⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509499/Number_of_regional_jobs_linked_to_EU_exports.pdf

³⁵ Protts, (2016), UK-EU Trade and Jobs Linked to Exports, *Civitas*.

* These estimates take into account jobs directly involved in exporting and those relating to indirect demand generated as a result of export activities.

³⁶ PwC, 'Brexit Monitor: The Impact of Brexit on (Global) Trade'. 2016

³⁷ Federation of Small Businesses. FSB Manifesto European Elections 2014. Feb 2014.

the savings to businesses that could be achieved by repealing those relating to working time could be significant, the costs would be borne by workers (e.g. through longer working hours, reduced entitlement to paid holidays etc), and there is no guarantee that the government would wish to impose this.

Leaving without a deal would allow the UK to create its own legislation, tailored to national priorities and adaptable to changing circumstance. However, it is unclear whether this would result in significant changes to the business regulatory environment in the UK. Businesses that wished to continue to trade within the EU would be required to continue to meet EU regulations, potentially meaning that two different sets of product standards would be in force, adding costs in terms of administration and complication.

Potential Implications for Business Investment

Access to the Single Market is an important factor in attracting investors to the UK, but it is just one of a range of factors that influence investment decisions.

Foreign Direct Investment is an important source of business and employment growth within the UK economy. Incoming businesses typically bring with them higher rates of productivity and demand for high level skills, and provide an important source of innovation and technology transfer.

Foreign Direct Investment (FDI) in 2016 from the EU stood at £675 million, 56% of the total FDI into the UK for that year³⁸. According to latest Annual Business Survey figures, there were 10,045 foreign owned businesses in the North West, totalling £88.5 million in turnover for 2016. Additionally, there were 4,617 EU 28-owned businesses in the North West, accounting for 11% of regional turnover.

Looking at Greater Manchester, there were 809 foreign owned businesses in the Local Enterprise Partnership (LEP) area, ranked 5th for LEP areas outside of London and the most out of the northern LEP areas³⁹. Based on the proportion of businesses in Trafford compared to the Greater Manchester area as a whole, this would suggest that there are c.87 foreign owned businesses within the Trafford local authority area.

Looking at the latest *Department of International Trade (DIT)* figures, a total 687 FDI projects were initiated in the North West between 2012 and 2017. This included 232 EU FDI projects, creating 10,814 jobs. The North West attracted a higher number of projects than other regions in northern England, with 191 EU projects in Yorkshire & the Humber and 104 in the North East⁴⁰.

There are various multinationals operating in Trafford include. Attracting investment in part reflects the strength of Trafford and UK economies in their own right but also the access that they provide to the Single Market, although quantifying the relative importance of each factor is extremely difficult⁴¹.

EY's Attractiveness Survey UK (June 2018) reveals that there are concerns about the UK's long-term attractiveness with 30% of investors surveyed across Europe having said they were likely to move assets out of the UK in the future as a result of Brexit. The survey asked what the key concerns are with the UK after it leaves the EU. The largest concern (39% of respondents) was about the loss of access to EU markets, other concerns included the level of UK growth (30%), tariffs on imports (28%), tariffs on exports (24%), restrictions on labour mobility (22%), customs compliance costs (18%), diverging regulation (17%), border delays (13%) and level of UK political risk (12%). These results highlight the importance of maintaining free and frictionless trade with the EU for some investors. Therefore a No deal Brexit is likely to further damage investors' perceptions, whereas a deal which can ensure free trade in goods and minimal non-tariff barriers after leaving the EU, may help to restore investor confidence.

However the survey found that FDI from outside of Western Europe increased in 2017. Projects from North America into the UK increased by 12%, projects from Asia by 10%, and projects from Oceania by 35%, suggesting that fears over Brexit are not having much impact outside of Europe.

³⁸ ONS, Inward Foreign Direct Investment (FDI) Involving UK Companies, Immediate and Ultimate Basis, 2014-2016

³⁹ Grant Thornton, Turning Up the Volume: The Business Location Index, 2015

⁴⁰ DIT, FDI Projects by UK Region (2012 to 2013 Tax Year to 2016 to 2017 Tax Year)

⁴¹ House of Commons Library, *op. cit.*

Businesses value certainty, both in terms of a policy framework, and general economic conditions. Research looking at the short term and long term impact of policy changes and external shocks on foreign direct investment (FDI) into the UK from 1963 to 2014 found that the UK joining the European Economic Community and Single Market improved certainty and increased the long-term levels of inward investment to the UK, and were the only two events during this period which positively affected the long term trend.⁴²

CEP analysis suggest that EU membership has raised FDI by around 28%.⁴³ The analysis concludes that leaving the EU will reduce FDI inflows to the UK by around 22% over the next decade, suggesting that even in the event that a comprehensive trade deal is struck it would not significantly reduce the negative effects of Brexit on FDI. The report argues that these losses will damage UK productivity and real incomes.

Therefore, Trafford will be impacted particularly in a No Deal scenario by a loss of FDI, mainly from the EU, which is likely to effect the boroughs future growth prospects.

⁴² <https://www.wbs.ac.uk/news/brexit-will-harm-foreign-investment-into-the-uk/>

⁴³ The impact of Brexit on foreign investment in the UK, CEP, 2016

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NOTICE OF DECISIONS AGREED AT THE GMCA MEETING HELD ON 25 JANUARY 2019

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor Linda Thomas
Bury	Councillor Rishi Shori
Manchester	Councillor Sue Murphy
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Alex Ganotis
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor Keith Cunliffe

OTHER MEMBERS IN ATTENDANCE:

TfGMC	Councillor Mark Aldred
Bury	Councillor Andrea Simpson
Tameside	Councillor Leanne Feeley
Rochdale	Councillor Janet Emsley
Rochdale	Councillor Sara Rowbottom

OFFICERS IN ATTENDANCE:

GMCA –Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver
Office of the GM Mayor	Kevin Lee
Bolton	Tony Oakman
Bury	Geoff Little
Oldham	Carolyn Wilkins
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Steven Pleasant
Wigan	Alison McKenzie-Folan
TfGM	Simon Warburton
GMCA	Julie Connor
GMCA	Nicola Ward

APOLOGIES

Cllr Sharon Briggs	Bury
Cllr Richard Leese	Manchester
Cllr David Molyneux	Wigan
Eamonn Boylan	GMCA
Donna Hall	Wigan

Agenda Item No.

2. CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

RESOLVED /-

1. That the GMCA acknowledge the immense contribution made by Councillor Kieran Quinn to Tameside and Greater Manchester as a whole.
2. That the GMCA note the imminent publication of rough sleeping levels, which are anticipated to have reduced thanks to the measures which have been put in place across GM including the 'A bed every night' provision and that thanks be recorded to each Local Authority and partner organisation for their efforts within this programme.
3. That the GMCA note the planned visit of Dame Louise Casey to offer independent advice on homelessness and rough sleeping, and that she will be reporting to the Reform Board in March 2019.

3. DECLARATIONS OF INTEREST

There were no declarations of interest received in relation to any item on the agenda.

4. MINUTES OF THE GMCA MEETING HELD ON 14 DECEMBER 2018 AND JOINT GMCA AND AGMA EXECUTIVE BOARD HELD ON 11 JANUARY 2019

RESOLVED /-

That the minutes of the GMCA meeting held on the 14 December 2018 and Joint GMCA & AGMA Executive Board held 11 January 2019 be approved.

5. MINUTES OF THE GMCA RESOURCES COMMITTEE HELD 14 DECEMBER 2018

RESOLVED /-

That the minutes of the GMCA Resources Committee held 14 December be noted.

6. MINUTES OF THE GMCA OVERVIEW AND SCRUTINY COMMITTEES – DECEMBER 2018 AND JANUARY 2019

RESOLVED /-

1. That the minutes of the Economy, Business Growth & Skills Overview and Scrutiny Committee held 7 December 2018 and 11 January 2019 be noted.
2. That the minutes of the Corporate Issues and Reform Overview and Scrutiny Committee held 11 December be noted.
3. That the minutes of the Housing, Planning & Environment Overview and Scrutiny Committee held 10 January be noted.

7. MINUTES OF THE TRANSPORT FOR GREATER MANCHESTER COMMITTEE HELD 10 JANUARY 2019

RESOLVED /-

That the minutes of the Transport for Greater Manchester Committee held 10 January 2019 be noted.

8. MINUTES OF THE GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP (LEP) HELD 14 JANUARY

RESOLVED /-

That the minutes of the GM LEP held 14 January be noted.

9. GREATER MANCHESTER YOUTH COMBINED AUTHORITY UPDATE

RESOLVED /-

1. That the update on recent activities of the GM Youth Combined Authority be noted.
2. That the GMCA approve funding of £100,000 from retained business rates to fund two further years of the GM Youth Combined Authority.
3. That the GMCA record it's thanks to the GM Youth Combined Authority for all their work, commitment and achievements to date.
4. That the GMCA and the GM Youth Combined Authority have a future conversation about shared priorities and the Greater Manchester Strategy.

5. That each member of the GMCA be encouraged to meet with representatives from the GM Youth Combined Authority to specifically discuss areas within their portfolio.
6. That the GM Youth Combined Authority are invited to engage with work to develop the Employment Charter and TfGM Opportunity Pass.

10. 2019 BUDGET

RESOLVED/-

1. That the GMCA note the Mayor's proposal to set an overall Mayoral General Precept of £76.95 (Band D) comprising of £59.95 for functions previously covered by the Fire and Rescue Authority precept (no change) and £17 (an additional £9 for 2019/20 on the current £8) for other Mayoral General functions, specifically bus reform.
2. That the GMCA note the proposal for the Mayoral General Precept for 2019/20 is the second year of a 2-3 year strategy for setting the Mayoral precept baseline which will be adjusted in future years as further Mayoral functions are covered by the funding raised and that Government has again provided flexibility on the level of the Mayoral (General) precept.
3. That the GMCA agree to allow £5.75 million of Earnback grant to be used to support GMCA costs relating to bus-related activity, including bus reform.
4. That the GMCA note the following:
 - i. the overall budget proposed for the Fire and Rescue Service, recognising that detailed proposals in relation to Programme for Change will be considered in the near future;
 - ii. the use of the reserves to support the revenue and capital budgets, and the assessment by the Treasurer that the reserves as at March 2020 are adequate;
 - iii. the proposed Fire Service capital programme and proposals for funding;
 - iv. the medium term financial position for all functions covered by the Mayoral precept.
5. That the GMCA agree the Mayor's proposals to make grants totaling £8.3m to District Councils to support their increased levy costs in relation to Bus Reform and the 16-18 Opportunity Pass:

District	2019/20 £000
Bolton	845
Bury	562

Manchester	1,618
Oldham	693
Rochdale	648
Salford	745
Stockport	863
Tameside	665
Trafford	698
Wigan	963
Total	8,300

6. That the GMCA note the detailed budget proposals for other Mayoral functions.
7. That members of the GMCA are invited to submit any written comments to the Mayor in line with the legal process and timetable described in this report.
8. That the GMCA note that at its meeting on 15 February there will be a revised budget submitted, consistent with the precept proposals, to reflect final tax base and collection fund calculations and the final Revenue Support Grant settlement.
9. That the GMCA write to Government expressing their concerns that reduced central funding has resulted in the need to increase the Police and Crime Commissioner (PCC) element of the Mayoral precept.
10. That the GMCA also write to Lord Porter (Local Government Association) regarding the imbalance in the proposed fairer funding calculations and the impact this will have on Local Authorities if levels of deprivation are not considered.

11. GREAT PLACE PROGRAMME

RESOLVED /-

1. That the GMCA acknowledge the receipt of Great Place funding
2. That the GMCA note the project approach outlined in section 2 of the report including GMCA co-commissioning activity with project partners and granting funding to *Rochdale* Boroughwide Cultural Trust, Link4Life and the University of Manchester to deliver project activity on behalf of GMCA
3. That the GMCA note that the programme will be overseen by the GM Cultural and Heritage Steering Group chaired by the GM Cultural Portfolio Leader and GM Cultural Lead Chief Executive who will report back to the CA

4. That the GMCA approve the budget as set out in paragraph 1.8, including funding of £190k to the University of Manchester Museum and £300k to *Rochdale Boroughwide Cultural Trust*, Link4Life
5. That the GMCA approve delegation to the Treasurer and Monitoring officer to enter into funding agreements / contracts as appropriate.

12. GREATER MANCHESTER LGBT+ CENTRE

RESOLVED /-

1. That the GMCA agree to provide £450,000 funding from retained business rates towards the renovation and reconstruction of the Proud Trust's LGBT Centre.
2. That the GMCA delegate authority to the GMCA Monitoring Officer to complete all necessary legal agreements.

13. GM 'SMART RESIDENT' DATA EXCHANGE PLATFORM TO ENABLE PUBLIC SERVICE REFORM

RESOLVED /-

1. That the GMCA endorse proposals to support reform and service improvement through a new, pan Greater Manchester (GM) Smart Resident data exchange platform which will ultimately enable delivery of several reform priorities and be a foundation upon which digital public services in GM can be built.
2. That the GMCA support its initial application in the priority area of School Readiness to generate a net gain in productivity in Health Visiting (commissioned via Public Services) of more than £27M over five years. Recognising that further benefits will be realised through better understanding of residents needs and commissioning improvements in this area.
3. That the GMCA agree funding of £6.8M for the initial two year build phase, subject to tender responses, by approving the release of £2M from the Reform Investment Fund and a further £4.8M from Retained Business Rates including a contingency of £1.5M. This is being matched by Health & Social Care funding of £8.5M.
4. That the GMCA agree, in principle, to revenue costs of approximately £700k a year in years' three to five to fund ongoing delivery including hosting, security and maintenance. This to be secured from a future GM wide fund and be reviewed at an appropriate time.

5. That the GMCA record it's thanks to the Digital Team at the GMCA for all their work on this agenda.

14. CO-PRODUCTION IN GREATER MANCHESTER AND FUNDING OF CO-PRODUCTION PROJECT FROM THE REFORM INVESTMENT FUND

RESOLVED /-

1. That the GMCA note the different projects that are already operating in GM focussing on co-production.
2. That the GMCA agree the request from the Reform Investment Fund Panel for the GMCA to match fund the second phase of the 'Elephants' co-production project in partnership with Lankelly Chase Foundation for £150k investment from the Reform Investment Fund.
3. That the GMCA support the participation in the range of co-production events and forthcoming activities that are planned over the next few months in GM as a means to increase knowledge and understanding and help GM move towards a 'community of practice' around co-production.

15. GREATER MANCHESTER BREXIT MONITOR AND PREPARATIONS FOR EU EXIT

RESOLVED /-

That the GMCA note the updated Brexit monitor and work underway to prepare Greater Manchester for EU exit.

16. NORTHERN RAIL AND TRANSPENNINE EXPRESS RAIL PERFORMANCE

RESOLVED /-

1. That the report be noted.
2. That the GMCA requests that the Mayor shares Members' views in relation to continued overcrowding on short-formed trains at the next meeting of Transport for the North.

17. GREATER MANCHESTER NATURAL CAPITAL INVESTMENT PLAN

RESOLVED /-

That the GMCA note the consultant's report on the development of a Greater Manchester Natural Capital Investment Plan.

18. GREATER MANCHESTER CO-OPERATIVE COMMISSION

RESOLVED /-

That the GMCA approve the Terms of Reference for the GM Co-operative Commission.

19. GM SKILLS CAPITAL 2017-2020 PROGRAMME UPDATE

RESOLVED /-

That the GMCA note the update on the entire Round 2 Skills Capital Programme.

19a. GREATER MANCHESTER SKILLS CAPITAL 2017-20: LTE (MANCHESTER COLLEGE) APPROVALS IN PRINCIPLE

RESOLVED /-

1. That the GMCA agree the funding application for the total project cost of £139,2000 with a skills capital funding request of £25,000 by LTE Group be given conditional approval and progress to due diligence.
2. That the GMCA agree to delegate authority to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information and, subject to their satisfactory review and agreement, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the grant above.

19b. GREATER MANCHESTER SKILLS CAPITAL 2017-20: WIGAN AND LEIGH COLLEGE

RESOLVED /-

1. That the GMCA agree that the funding application for a total project cost is £1,810,000 with a skills capital funding request of £603,000 by Wigan and Leigh College be given conditional approval and progress to due diligence.
2. That the GMCA agree to delegate authority to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information and, subject to their satisfactory review and agreement, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the grant above.

23. GREATER MANCHESTER INVESTMENT FRAMEWORK APPLICATIONS

RESOLVED /-

1. That the GMCA agree that the funding application for InTec Business Solutions Limited (loan of £1,000,000 and equity investment of £350,000) be given conditional approval and progress to due diligence.
2. That the GMCA agree to delegate authority to the GMCA Treasurer and GMCA Monitoring Officer to review the due diligence information and, subject to their satisfactory review and agreement, to sign off any outstanding conditions, issue final approvals and complete any necessary related documentation in respect of the grant above.

24. EXCLUSION OF PRESS AND PUBLIC

That, under section 100 (A)(4) of the Local Government Act 1972 the press and public should be excluded from the meeting for the following items on business on the grounds that this involves the likely disclosure of exempt information, as set out in paragraph 3, Part 1, Schedule 12A of the Local Government Act 1972 and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

25a. GREATER MANCHESTER SKILLS CAPITAL 2017-20: LTE (MANCHESTER COLLEGE) APPROVALS IN PRINCIPLE

CLERK'S NOTE: This item was considered in support of the Part A report Greater Manchester Skills Capital 2017-20: LTE (Manchester College) Approvals In Principle.

RESOLVED /-

That the report be noted.

25b. GREATER MANCHESTER SKILLS CAPITAL 2017-20: WIGAN AND LEIGH COLLEGE

CLERK'S NOTE: This item was considered in support of the Part A report Greater Manchester Skills Capital 2017-20: Wigan and Leigh College.

RESOLVED /-

That the report be noted.

27. GREATER MANCHESTER INVESTMENT FRAMEWORK APPLICATIONS

CLERK'S NOTE: This item was considered in support of the Part A report Greater Manchester Investment Framework Applications.

RESOLVED /-

That the report be noted.

28. CREATING A 'SMART RESIDENT' DATA EXCHANGE PLATFORM TO SUPPORT REFORM

CLERK'S NOTE: This item was considered in support of the Part A report Creating a 'Smart Resident' Data Exchange Platform to Support Reform.

RESOLVED /-

That the report be noted.

A link to the full agenda and papers can be found here:
https://www.gmcmeetings.co.uk/meetings/meeting/647/greater_manchester_combined_authority

This decision notice was issued **Monday 17 December 2018** on behalf of Eamonn Boylan, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU. The deadline for call in of the attached decisions is 4.00pm on **Monday 24 December 2018**.

Call-In Process

In accordance with the scrutiny procedure rules, these decisions would come into effect five days after the publication of this notice unless before that time any three members of the relevant Overview and Scrutiny Committee decides to call-in a decision.

Members must give notice in writing to the Chief Executive that they wish to call-in a decision, stating their reason(s) why the decision should be scrutinised. The period between the publication of this decision notice and the time a decision may be implemented is the 'call-in' period.

Decisions which have already been considered by an Overview and Scrutiny Committee, and where the GMCA's decision agrees with the views of the Overview and Scrutiny Committee may not be called in.

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NOTICE OF DECISIONS AGREED AT THE AGMA EXECUTIVE BOARD HELD ON 25 JANUARY 2019

PRESENT:

Greater Manchester Mayor	Andy Burnham (In the Chair)
Greater Manchester Deputy Mayor	Baroness Bev Hughes
Bolton	Councillor Linda Thomas
Bury	Councillor Rishi Shori
Manchester	Councillor Sue Murphy
Oldham	Councillor Sean Fielding
Rochdale	Councillor Allen Brett
Salford	City Mayor Paul Dennett
Stockport	Councillor Alex Ganotis
Tameside	Councillor Brenda Warrington
Trafford	Councillor Andrew Western
Wigan	Councillor Keith Cunliffe

OTHER MEMBERS IN ATTENDANCE:

TfGMC	Councillor Mark Aldred
Bury	Councillor Andrea Simpson
Tameside	Councillor Leanne Feeley
Rochdale	Councillor Janet Emsley
Rochdale	Councillor Sara Rowbottom

OFFICERS IN ATTENDANCE:

GMCA –Deputy Chief Executive	Andrew Lightfoot
GMCA – Monitoring Officer	Liz Treacy
GMCA – Treasurer	Richard Paver
Office of the GM Mayor	Kevin Lee
Bolton	Tony Oakman
Bury	Geoff Little
Oldham	Carolyn Wilkins
Manchester	Joanne Roney
Rochdale	Steve Rumbelow
Salford	Jim Taylor
Stockport	Pam Smith
Tameside	Steven Pleasant
Wigan	Alison McKenzie-Folan
TfGM	Simon Warburton
GMCA	Julie Connor
GMCA	Nicola Ward

APOLOGIES

Cllr Sharon Briggs	Bury
Cllr Richard Leese	Manchester
Cllr David Molyneux	Wigan

Eamonn Boylan	GMCA
Donna Hall	Wigan

Agenda Item No.

4. MINUTES OF THE AGMA EXECUTIVE HELD ON THE 28 JULY 2018

RESOLVED /-

That the minutes of the AGMA Executive held on the 28 July 2018 be approved.

5. AGMA BUDGET UPDATE

RESOLVED /-

1. That the AGMA Executive Board note the report and the current AGMA revenue outturn forecast for 2018/19 shows a balanced budget;
2. That the AGMA Executive Board approve the budget relating to AGMA functions in 2019/20 as set out in section 2 of the report;
3. That the AGMA Executive Board approve the charges to the GM District Councils in support of the AGMA functions for 2019/20 of £0.764 million as set out in Appendix 1 to the report, noting that this excludes items billed directly from lead districts; and
4. That the AGMA Executive note the forecast position of reserves in 2019/20 as detailed in the report, most notably section 3 of the report.

6. GREATER MANCHESTER METROPOLITAN DEBT ADMINISTRATION FUND TREASURY MANAGEMENT ACTIVITY AND FINAL ACCOUNTS

RESOLVED /-

That the AGMA Executive Board note the 2017/18 activity and final accounts.

A link to the full agenda and papers can be found here:
https://www.gmcameetings.co.uk/meetings/meeting/648/agma_executive_board

This decision notice was issued on 31 January 2019 on behalf of Eamonn Boylan, Secretary to the Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU. The deadline for call in of the attached decisions is 4.00pm on Thursday 7 February 2019.

Call-In Process

In accordance with the scrutiny procedure rules, these decisions will come into effect five days after the publication of this notice unless before that time any three members of the relevant Overview and Scrutiny Committee decides to call-in a decision.

Members must give notice in writing to the Chief Executive that they wish to call-in a decision, stating their reason(s) why the decision should be scrutinised. The period between the publication of this decision notice and the time a decision may be implemented is the 'call-in' period.

Decisions which have already been considered by an Overview and Scrutiny Committee, and where the GMCA's decision agrees with the views of the Overview and Scrutiny Committee may not be called in.

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